SPECIAL 1962 NEW-CAR ISSUE!

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MOTOR TREND

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ALL-NEW ECONOMY CARS

NOVEMBER 1961 35c

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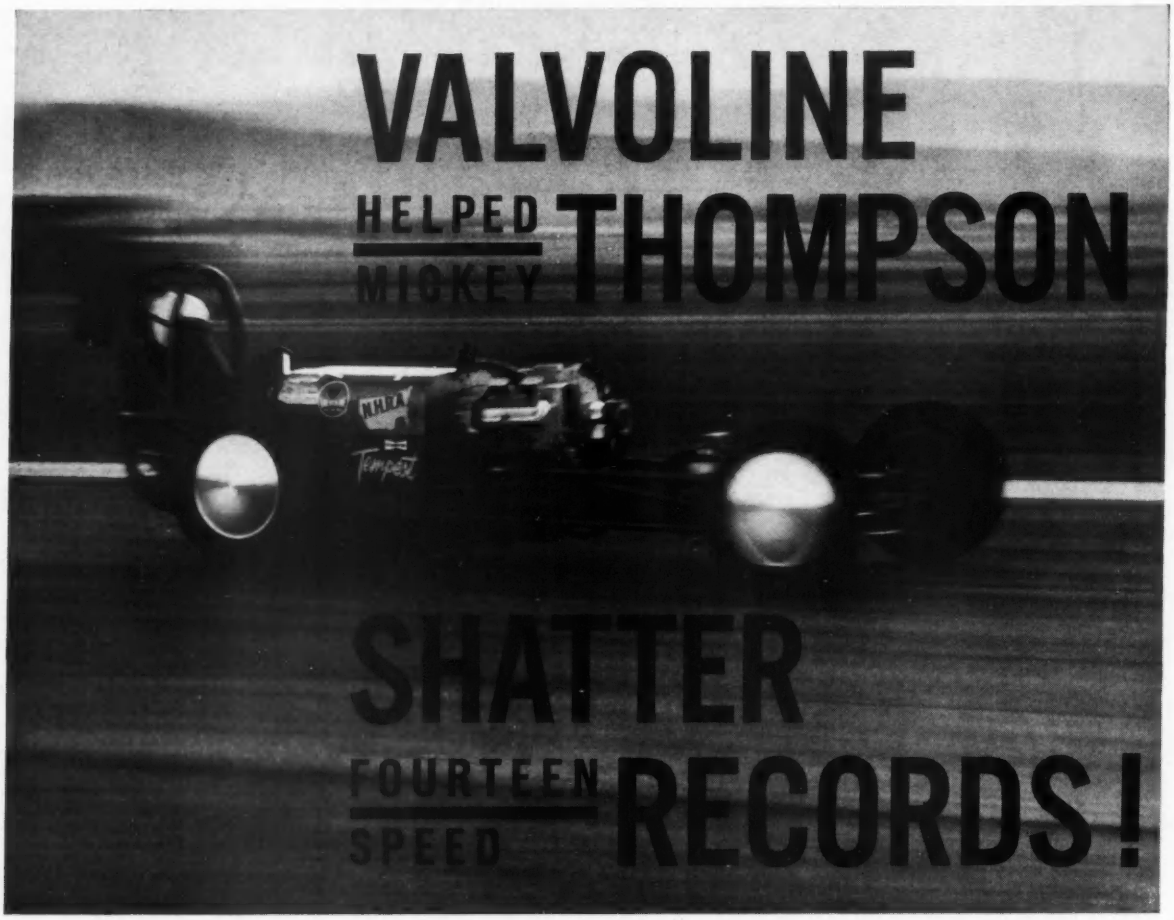
OLDS F-85 VALIANT LARK IMPERIAL
THUNDERBIRD DODGE LANCER FALCON
CHRYSLER PLYMOUTH AMBASSADOR
CHEVY II AMERICAN STUDEBAKER
HAWK DART RAMBLER
PONTIAC TEMPEST



Ask for Valvoline Motor Oil at service stations, garages, new car dealers and speed shops.

DRIVING 4 DIFFERENT CARS in the USAC Trials at March Air Force Base, Riverside, California, Mickey Thompson, one of America's foremost drivers, set 14 new speed records: Six national records for the standing kilometer and standing mile in Class C, Class E and Class F competition, six international records for the same distances in these classes, and two national records for American Stock Car Class B competition in the kilometer and the mile.

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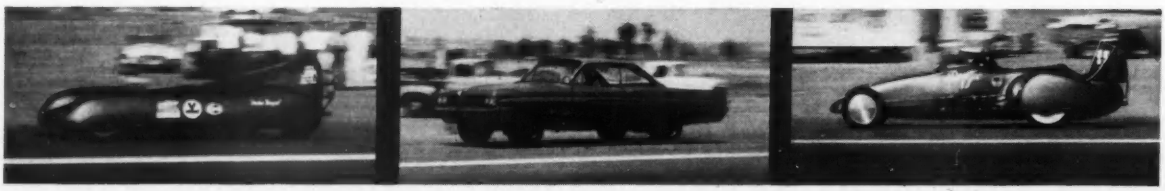

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The roar which classically begins as a sound at the "500" each year is subsequently heard 'round the world in the form of performance facts and figures.

Statistically, the roar continues to help shape the course of automotive progress at other major USAC and NASCAR events throughout the year.

We, at Perfect Circle, utilize the performance results of the important races in our constant quest for product improvement.

Proof of the value of this practice can best be summed up with a look at the record. PC-equipped cars have won 27 of the past 34 meets at Indianapolis—all of the other USAC Championship Class events to date this year—plus seven majors in the NASCAR Grand National schedule beginning with the Daytona Beach 500 miler in February through the exciting Weaverville 258 lap race.

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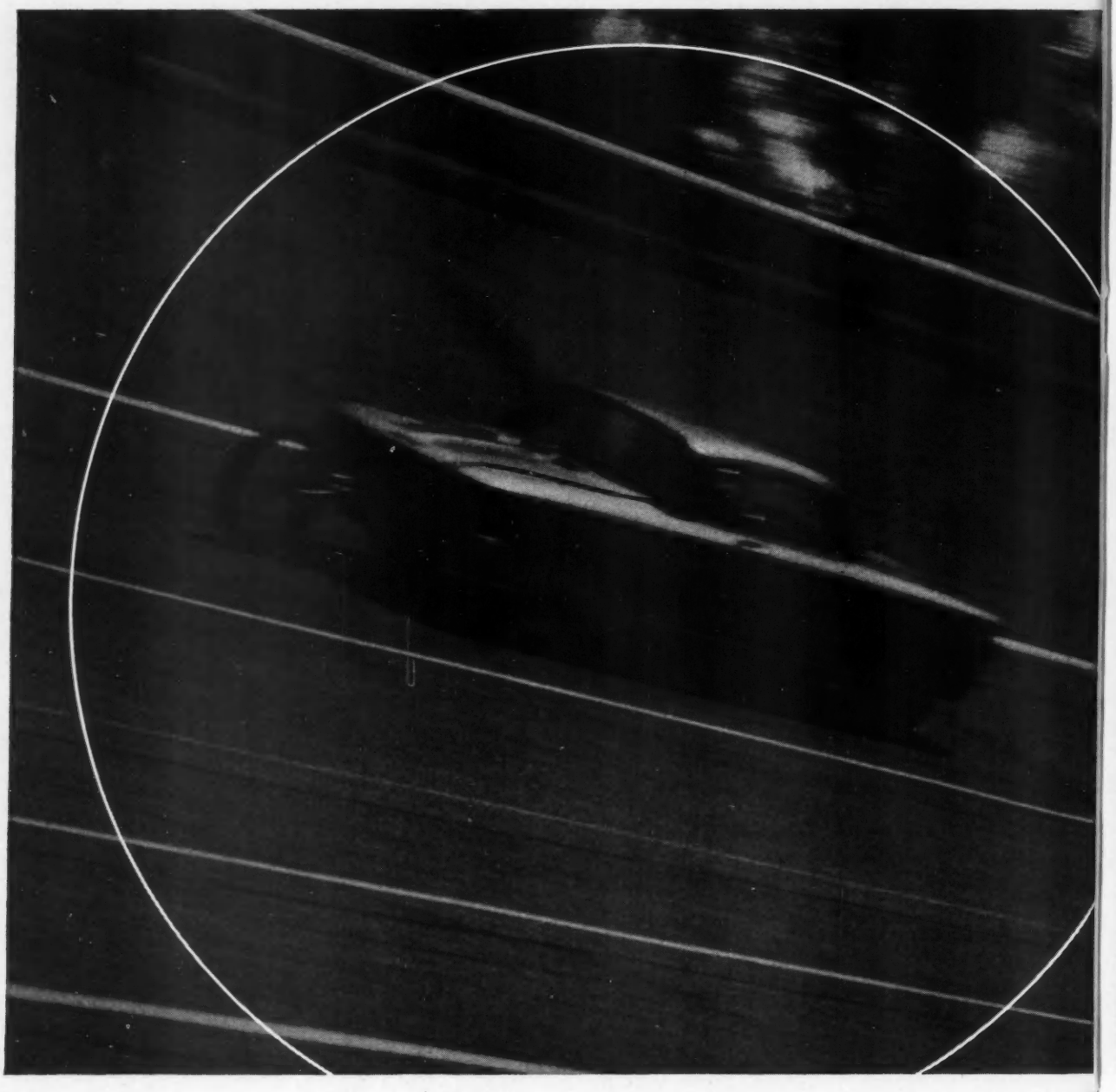

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AC

FIRE-RING SPARK PLUGS

Letters

HOW TIMES CHANGE!

Now that the super compacts are with us "in the metal," we find that they are being referred to as "smaller big cars," comparable to the 1958 Chevy and the 1959 Ford.

The U.S. automobile manufacturers have tried just about everything in the book to cut costs. All this has been done at the consumers' expense.

If someone in 1959 had tried to sell us a 115-inch-wheelbase, 2800-pound automobile with 13-inch wheels and a 101-hp six-cylinder engine in place of, and at about the same price as, a standard Ford, Chevy, Plymouth, Rambler or Studebaker, we probably would have said the guy was nuts or was taking us for a sucker!

William Nelson Halifax, N.S., Canada

NO PASSING FAD

I'm getting mighty tired of hearing that the compact cars are a passing fad. I, for one (and I know there are many more), will never be satisfied with an oversized car as long as a sensible size is available.

I swapped a big 1960 Chevrolet Biscayne Six in on a 1961 Falcon, and I think it was a very wise trade. I no longer have to guess where the right side of my car is in traffic. I can take corners with much more ease. The little 85-hp engine has more pep than the 135-hp in my Chevy.

I have ample luggage space for myself, my wife and two children. Of course, the trunk won't hold a foot locker, lawn mower, bicycle plus luggage, like my big Chevy would. But it is so nice not to have that long trailer following me around wherever I go.

Then there is gas mileage! I've heard a lot of people claim the big Sixes do practically as well as the compacts. However, my gas bill has dropped easily by one-third. I'd like to see a big Six get 22-23 mpg in town and 26-27 on the highway!

It is also nice to have people stop and ask, "How do you like your little Falcon?" No one ever cared how I liked my Chevy.

I am inclined to believe that the only way a Falcon is passing away is when it passes away down the road, while the big ones are filling up on ethyl gas.

Fred Novey Mesquite, Tex.

THEFT WITHIN THE FAMILY

In one of your recent "Motor Trends" columns, you state that "One of the surprise selling stories centers around the Chrysler Newport's success."

I fail to see any reason for surprise. With the discontinuance of the De Soto, and the reduction of the Dodge to only the Polara line, only the Chrysler Newport and Windsor are left for the buyer wanting a middle-priced Chrysler product.

Here in the Detroit area, the Dodge is not even advertised any more — dealers are interested only in Darts and Lancers. Evidently Chrysler doesn't care if the 1961 Polara sells or not. Perhaps this is an early indication of the scheduled abandonment of the "big" Dodge in 1962.

Aside from the Chrysler series and the increasingly rare Imperial, Chrysler Corporation is going to find itself faced by ever-increasing production costs for several similarly priced cars in the lower-price classes. Why manufacture so many models in one price area (Dart, Lancer, Plymouth, Valiant) when surely two would sell as many units as four, at a large saving in manufacturing costs? (General Motors may be able to indulge in such luxuries, but Chrysler hardly seems able to afford such practices.)

Last year the Dart was quite successful — but look at the Dodge and Plymouth's sagging sales. Why steal sales from other divisions in the same corporation?

J.L.A. Birmingham, Mich.

INACCURATE

I don't think that Doug Hedger gives an accurate account in his letter in the September issue.

It's true that Ford of Canada has been making the Meteor, Monarch and, recently, the Frontenac for several years. The names of these cars, since they are the same as the coming senior compacts, have obviously led Hedger to believe that the Canadian products will be the same as those that will be produced south of the border.

The fact is that the Meteor and Frontenac are identical to the Ford and Falcon, except for minor trim differences and not "similar," as Hedger puts it. The difference between the Mercury and Monarch is almost as small, with the exception of the taillights and, once again, minor trim.

From what I have read in MOTOR TREND, the new "senior compacts" will be shorter and in general will fill the gap between the present compacts and the full-sized cars. Apparently they will be all-new cars and will not be "old and familiar" to Canadians but will be just as "new and revolutionary" as they will be in the States.

B. Matthewson Willowdale, Ont., Canada

ROLLS FIRST WITH V-8

You state that Cadillac, in 1914, was first with the V-8. In this country, perhaps, but Rolls-Royce beat them by nine years, with their 1905 V-8, with "square" bore and stroke (3¼x3¼), side valves and two camshafts. It put out an estimated (by *The Motor*) 28 bhp.

Monty Wells Vineyard Haven, Mass.

NO — IT WAS MARMON

Beg to disagree — but it was Marmon which pioneered the design of the V-type engine. In 1906 Nordyke-Marmon introduced an air-cooled V-8 rated at 60 bhp.

Bill Hessemer Brooklyn, N.Y.

FIRST MODERN V-8

While the first V-8 was, in fact, to be found under the hood of a Cadillac, Oldsmobile was the car that developed the first *modern* V-8 just before the turn of the last decade.

Olds is the car which deserves the credit for the coming of the very hot and reliable Olds and Cadillac engines of the early '50s as well as the eventual horsepower race in which the overhead-valve V-8 engine, so very familiar to the American motorist today, played such a vital role.

Richard Grey Los Angeles, Calif.

WHOLESALE PRICE LIST

You advised Thelton D. Beck of Tucson, Arizona that there is no wholesale price list available for new cars.

How about "Auto Bluebook," published by Automobile Pricing Publications, Inc., 161 Tehama, San Francisco 3, California — $2 per year?

Roger E. Heering M.D. Columbus, Ohio

CHECKER ROAD TEST

I notice that you are including the Checker for the first time in the list of 1961 specifications.

I am interested in the new standard version of the Checker for two basic reasons. First, it appears to me to be a practical, common-sense car in dimensions and appointments, as I consider the Studebaker Lark to be. Secondly, the new Checker joins Studebaker-Packard and American Motors in the battle against the "big three."

I would very much like to see a road test report on the new Checker Superba.

Eugene C. Nagle Rochester, N.Y.

WHAT ABOUT OVERDRIVE?

What do you have against overdrive? You seldom mention it at all and have never explained to your readers how it works and how much it can really benefit some people in added fuel economy and decreased engine wear, if they're buying a manual-shift automobile.

If you're testing Sixes for economy, throw in overdrive tests too.

Stanley M. Healy Rolling Meadows, Ill.

INFORMATION, PLEASE

Here are some questions which have been on my mind for some time:

1. How does one pronounce "Pinin Farina"?
2. What does the "CV" stand for in the Renault 4-CV and the Citroen 2-CV?
3. In giving the weight of cars, what is meant by "wet," "dry," etc.
4. Where can I obtain booklets or pamphlets on automotive styling?

Raymond Spencer Hampton, Va.

1. The Italian coachbuilder is Pi-neen Fa-reen-a. When referring to the man himself, the names are separate — "Pinin Farina." To describe his firm, however, they are run together — "Pininfarina."

2. The term "CV" is an abbreviation for the French "chevaux," which means "horses" or, in automotive usage, "horsepower." The obviously low figures of four hp for the Renault and two for the Citroen are based on a theoretical calculation for tax purposes.

3. The "wet" or "curb" weight of a car includes specified amounts of gasoline, oil and cooling water, while "dry" weight does not.

4. A recommended source for literature on automotive styling is: Autobooks, 2900 Magnolia Blvd., Burbank 7, Calif.

NO RETROGRESSION, PLEASE!

The letter regarding the 1961 Thunderbird's "fast steering" (August issue) re-

continued on page 12

Hottest in the East "The Flying Dutchman"

Billy Blum, of East Syracuse, N.Y., scores another first with his 1934 Chevrolet, powered by a 1957 Olds overhead-valve, modified sportsman's stock engine.

Record holder for the 50-lap championship. Automatic qualifier two years running for the National Championship at Langhorn Speedway. Trophy taker at Langhorn, Buffalo, Montreal, Toronto. And known as the "Flying Dutchman" of the Oswego Speedway—reputed to be the fastest half-mile paved track in the East!

That's Billy Blum—one of the hottest and best drivers in the East. And, like many other top drivers, he's an exclusive user of Pennzoil Z-7 motor oil.

"Pennzoil is my choice," says Billy, "because I know I can depend on it to stand up under all the grueling conditions I put my racing engine through. Pennzoil gives top lubrication protection *full time!*"

This amazingly pure Pennsylvania motor oil lasts longer, works better . . . and you'll never need extra additives again, between regular changes. So treat *your* engine to Pennzoil Z-7. If your favorite dealer doesn't display Pennzoil, *insist* on it by *name*—wherever you drive, whatever you drive.

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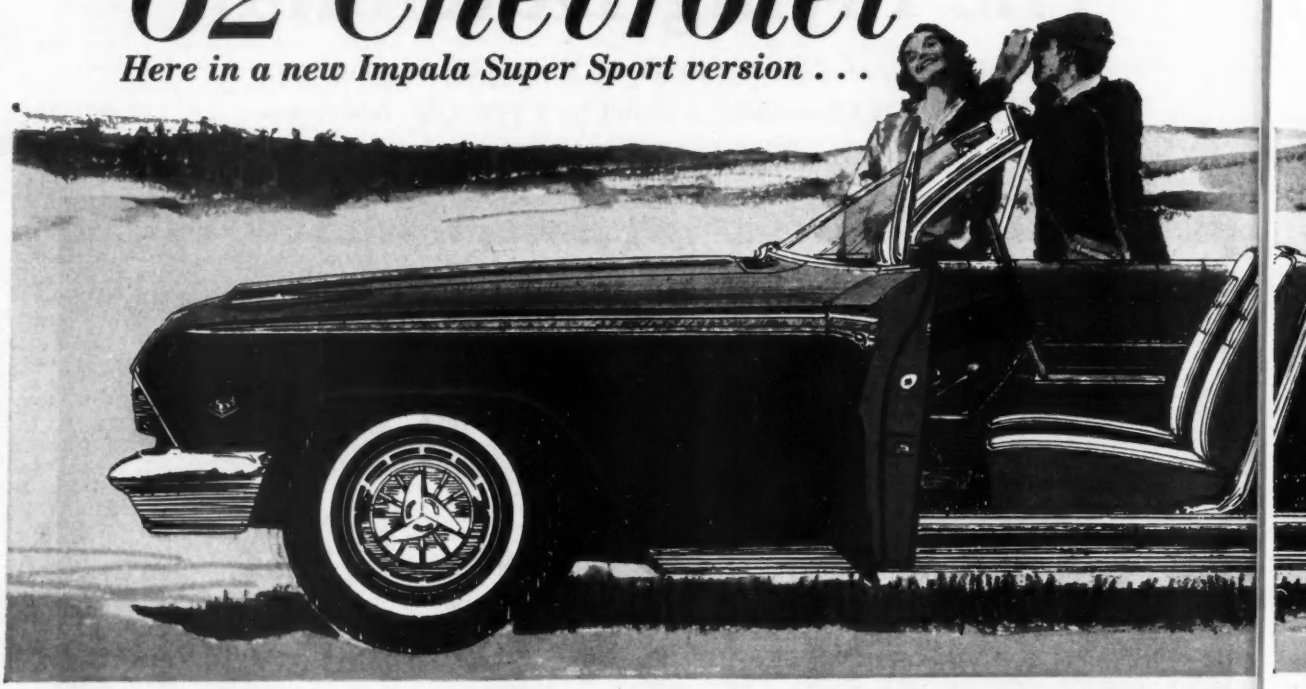
Chevrolet's got the cars for car-minded people

'62 Chevrolet

Here in a new Impala Super Sport version . . .



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It's the car just about everybody's been *trying* to build. But it remained for Chevrolet to come through with it. Here are new ideas in design and manufacturing that bring you a basically simple automobile that's easier to service and maintain. A thrifty 4-cylinder engine (also a satin-smooth 6) that can wring extra miles out of a gallon. A new kind of ride that rests on unique Mono-Plate rear springs. A complete line of cars including station wagons, the soon-to-arrive hardtop and convertible!

Chevy II Nova 400 Sport Coupe

CHEVROLET *A New World of Worth!*

Here's as fine and tasteful and luxurious a car as anybody could reasonably want. And you can have either this Impala Convertible or the Impala Sport Coupe with Super Sport equipment* that includes bucket seats, center console, passenger assist bar, special trim and wheel covers. All '62 Chevrolets bring you beauty that *stays* beautiful right down to new rust-resisting front fender inner shields. A new choice of road-relishing V8 power. A Jet-smooth ride. Drop into your dealer's and see. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

'62 Chevrolet Impala Super Sport Convertible

More that can't be copied (from the car that started the bucket seat brigade)

'62 Corvair Monza

Here's the latest version of the car that proved its mettle in the fiercest rally competition going. Bigger new brakes team up with Corvair's renowned rear-engine traction for sure-footed maneuvering. And saucy new styling accents are matched by tasteful new interiors. If you're looking for a car that goes with extra gusto—one that turns, climbs and stops with the reflexes of a hummingbird—you and this new '62 Corvair should get to know each other!

'62 Corvette ...new go for the goingest machine in America!

It's the finest Corvette with the quickest reflexes yet. It comes with a wide new choice of engine-transmission combinations: everything from the shiftless luxury of Powerglide* (for the part-time tiger) to all-out Fuel-Injection* performance (for the full-time enthusiast).

*Optional at extra cost

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Letters *continued*

quires a published reply, as many excellent technical improvements have been dropped by manufacturers because of adverse comments from the "would-have-boughts."

As a "did-buy," I know Robert Wickham's trouble had nothing to do with ratios. The 1961 T-Bird has the first power steering designed as a unit, and this results in very little backlash or "play." If Wickham's present car is over two years old, he is probably used to two or four inches of waste motion. He is, of course, also self-convicted of some ham-handness in his steering.

Here we have the reason for the lag in engineering advance in this country. Ignorance, lack of skill and just plain resistance to any change, no matter the improvement, condemn the results of hours of research and design.

I am sure that other 1961 Thunderbird owners, many of whom like myself have owned the better examples of foreign and domestic makes, will agree that this is an excellent car and other manufacturers will find that they must do much more than square off the backs of their cars to compete.

Let's have no retrogression in design of the Thunderbird, but even more desirable features, such as dics brakes on the front, an adjustable, instead of sliding steering post or a four-speed dual-ratio transmission.

Ross C. Merritt — Bridgewater, Conn.

I have talked to several people who have either driven or who now own new Thunderbirds. These people also had the same first impression as Robert Wickham. But, these people also agree that quick steering is not confined to the Thunderbird alone. Anyone who has driven a small car (especially a foreign model) has the same quick, responsive steering to get used to.

Wickham is probably used to driving a car with much slower steering. He, obviously, has neither the time nor the will to get used to a new car. He, in my opinion, would never be happy with any other car than the one he is driving now. After all, any new car takes getting used to in one respect or another.

Jerry Cross — Delaware, Ohio

BUTYL PIONEER

I have read your article, "Guide to Buying Tires" (August issue), and with all due consideration agree that it is interesting as well as informative.

However, your mention of major companies was rather lax in not including the name Atlas along with Firestone and Goodyear.

You mention that Firestone is the sole major retailing butyl tires. Firestone would not be in the butyl tire business, but for the Atlas testing labs.

Does the name bucron ring a bell? Now let's set the records straight.

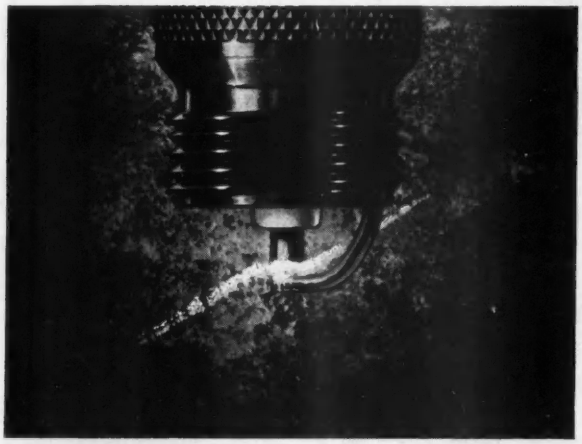
The Atlas testing labs have been working with butyl rubber for a number of years. And Atlas tubes have been sold with the name butyl on the package for almost five years. However, it was only in the spring of 1959 that Standard Oil and Atlas testing labs offered the first butyl rubber tire ("36,000") for retail outlets in this country.

continued on page 16

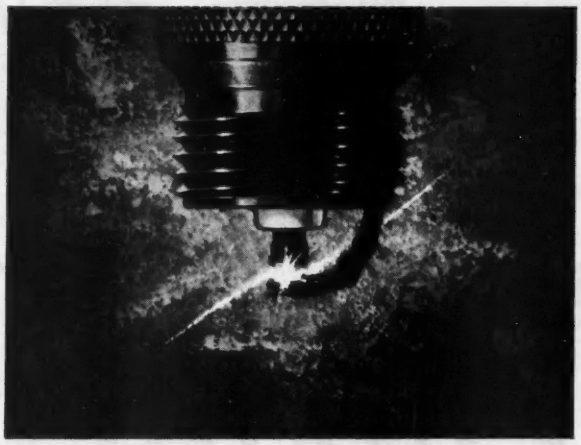
!NEWS!

FORD MOTOR COMPANY SWITCHES TO AUTOLITE

Autolite Spark Plugs are now specified for original equipment installation on every vehicle that rolls off Ford Motor Company assembly lines. And they are strongly recommended by Ford Motor Company engineers for replacement use in all units now in service. Why does Ford Motor Company, like so many other manufacturers, specify Autolite? One of the main reasons is the way Autolite Power Tip actually cleans itself while you drive. See pictures below.

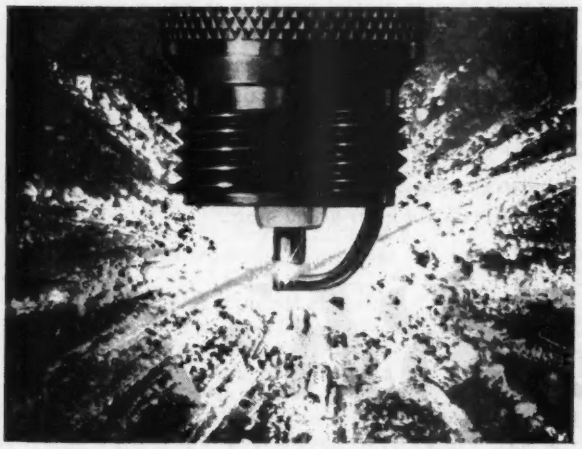


In an Autolite Power Tip spark plug the electrode or firing tip is longer than usual. This tip is made of a special heat resistant alloy. Now, watch what happens.

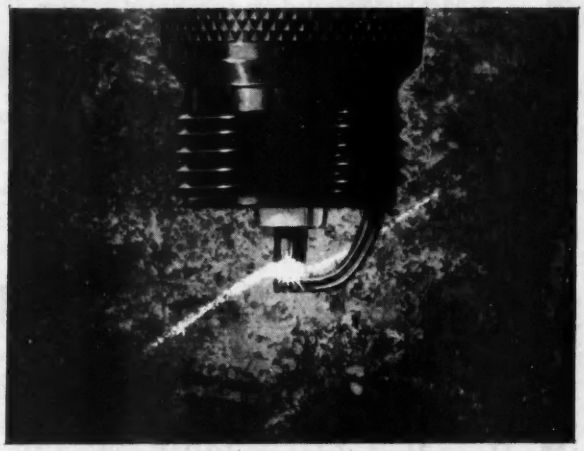


As you drive, lead and other harmful, fouling deposits start to accumulate on the firing tip. If allowed to remain, they will eventually short out and kill the plug.

But the firing tip on an Autolite Power Tip spark plug extends deeper into your engine. Deposits are immersed in the searing heat of the exploding gasoline.



With Power Tip, each time your engine fires, the deposits are actually burned away. Your spark plugs stay clean, your mileage and power stay at their peak.

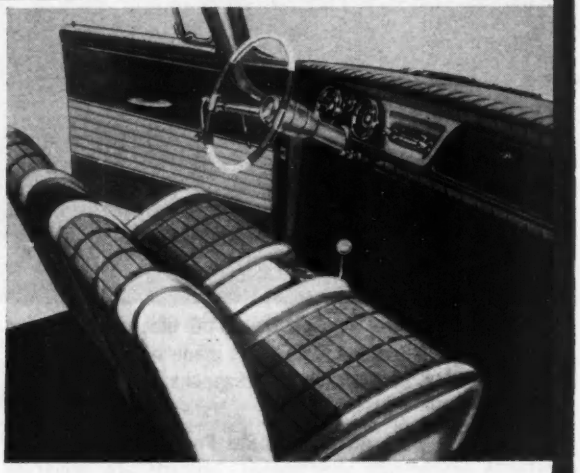


AUTOLITE SPARK PLUGS
Clean themselves while you drive

For you action lovers...

THE LARK DAYTONA

America's new action car



Bold...bucket-seated...accelerating from 0 to 60 in less than 10 seconds—that's the glamorous new '62 Lark Daytona. Especially created for today's action-loving young Americans, the Lark Daytona combines an optional 4-speed gearbox, nimble 109 inch wheelbase, and up to 225 HP—tames traffic, Thruway, or Rally route with equal ease.

Stop in at your nearest Studebaker dealer for a test-drive in either the Lark Daytona Hardtop or Convertible. We think you'll like the handy between-seat console, wood-grained dash, sports type instrumentation, the hardtop's unique optional Skytop sunroof. Then touch your foot to the accelerator...ask yourself if you've ever seen so much car for even $1000 more.

new '62 LARK

ENDURANCE-BUILT BY STUDEBAKER

See all eight new '62 Lark models today at your Studebaker dealer

NOW! Raybestos SAFE-T-GAGE* lets you see for yourself if your brakes are safe!

No need to wonder anymore. Raybestos' revolutionary new caliper-type SAFE-T-GAGE tells you at a glance whether your brakes are dangerous. Your Raybestos dealer uses it in giving your car the famous Raybestos 7-Point Brake Check.

Here's what he'll do:

1. Pull front wheels, SAFE-T-GAGE the linings
2. Check brake drums
3. Inspect front wheel bearings
4. Clean brake assembly
5. Check hydraulic system
6. Adjust brakes or recommend reline
7. Road test brakes

So don't take any chances. Stop in at your Raybestos dealer tomorrow and get a 7-Point Brake Check with the new SAFE-T-GAGE.

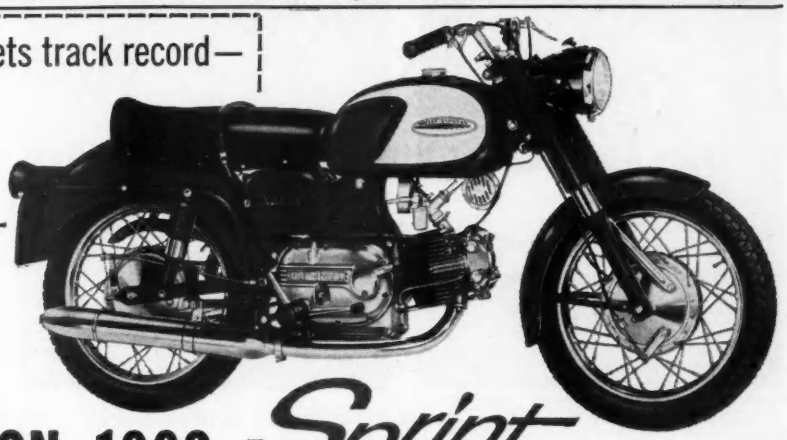
*Patent Pending

RELINE WITH Raybestos®
AMERICA'S BIGGEST SELLING FRICTION MATERIAL

If you would like your own Raybestos SAFE-T-GAGE, see your Raybestos distributor or send us your name and address, plus a check or money order for $12.50
RAYBESTOS DIVISION of Raybestos-Manhattan, Inc., BRIDGEPORT, CONN.

RM

BULLETIN: New Sprint sets track record—finishes 1-2-3 in National Championship Short Track Race at Santa Fe!



THE ALL-NEW 250 CC HARLEY-DAVIDSON 1962 Sprint

Sprint up to a new class of motorcycling with the all-new 250 cc Harley-Davidson Sprint. Here's a flashy "performer" packed with power, style and spirit!

Slim and distinctive, the Sprint commands attention wherever it streaks — on raceway or highway. Smartly styled in Calypso Red and white. Seats two with ease.

See your Harley-Davidson dealer now for a spirited demonstration ride on the all-new Sprint. Remember, he's got a convenient payment plan to send you *Sprinting* today! And be sure to mail in the coupon below for colorfully illustrated literature.

See it — ride it at your dealer NOW!

✓ **Power** — 15 cu. in. overhead valve engine provides potent 250 cc power package. Has helical primary drive and down-draft carburetion.

✓ **Suspension**—Twin-action suspension smooths out bumps hydraulically. Telescopic front fork and rear swing arm suspension share the load for riding comfort.

✓ **Footrests**—Foldback footrests offer maximum safety. They get out of the way on contact. Rubber-covered for long wear.

✓ **Handlebar Grips**—Handlebar grips are larger, more grip-sure to eliminate hand fatigue on long, tough grinds.

✓ **Transmission** — 4-speed integral. Easy-action foot-shift.

✓ **Brakes**—Large diameter front and rear wheel brakes. Fully enclosed and waterproof.

HARLEY-DAVIDSON MOTOR CO.
Dept. MT-11, Milwaukee 1, Wisconsin

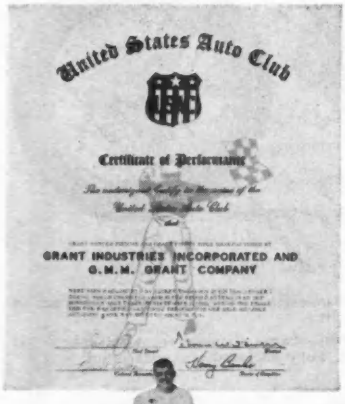
Please send me literature on the all-new Sprint.

Name.....Age.....

Address.....

City.....Zone.....State.....

Ring design meant little when 65 was fast!



At Bonneville, Mickey Thompson chose GRANT RINGS for the 406.60 m.p.h. run because *triple-torque* design assured him peak performance.

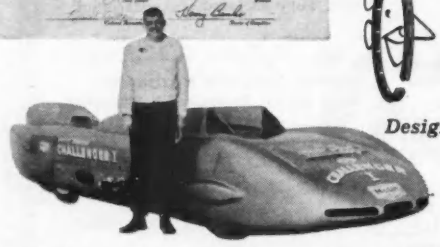
Fast or slow... *you're ahead with*

Grant

triple-torque

Rings

Designed for TODAY'S engines!



GRANT & GRANT / 241 NORTH WESTMORELAND AVENUE / LOS ANGELES 4, CALIFORNIA

in Canada: Hickson Sales Co., Ltd., Toronto, Ontario

Letters *continued*

Since that time Firestone has come up with a butyl rubber tire, and now most of the majors are on their way to developing a real premium tire.

I felt it only fair that the Atlas tire be brought to your attention. The bucron or butyl tire is here to stay and is the tire of the future, and Atlas testing labs deserve the credit for pioneering in this field.

K. S. Mortson Burbank, Calif.

TRY A VOLKSWAGEN . . .

This is in reply to a letter by D. C. Warburton, "happy Ford owner" of Lakemont, New Jersey.

I believe it is fairly obvious that Warburton has never owned a Volkswagen. My father drives a VW to work, and he is pleased beyond belief with it. His gas mileage has more than doubled, and when we have had trouble with it, the mechanics at the VW dealers have done beautiful work on it. For instance, after we had the car for a week, we noticed that it leaked oil. My father took it down to the dealer's, and they put a "loaner engine" in his car while they kept his engine and worked on the crankcase. It had a defective casting, so they located the defect, drilled it out and plugged the hole. After doing this, they took the loaner engine out of his car and put his engine back in. Thus, he was able to drive to work in his own car. We have never had any trouble whatsoever with the service.

I think Warburton bought the wrong foreign car.

John Peterson Palos Verdes Estates, Calif.

. . . OR A RENAULT

I have owned two Renault Dauphines, which I have driven a total of over 60,000 miles without any type of major trouble.

As I'm a rural mail carrier, most of my route is over dirt road or gravel. The rear engine helps to give the little car very good traction in snow and mud.

I drove the first Dauphine over 27,000 miles before the brakes needed relining. Considering the number of stops I make each day, that would have meant that I made over 21,000 stops and starts. I never had any clutch or gear trouble of any kind. On this type of driving I averaged between 30 and 37 mpg, depending on road and wind conditions.

I now have over 25,000 miles on my current Dauphine. I never have to add oil between changes. I have had very little trouble obtaining parts. I do most of my minor repair work myself, but have had very little to do other than changing of points and spark plugs.

I am not a Detroit hater, as I also own a very good 1956 Chevrolet 210 V-8 with over 76,000 miles on it, and it will still go 2,000 miles between changes without adding any oil. But for good, cheap transportation a Renault Dauphine is a good small car.

Wilbur Lemmons Stoneham, Colo.

AN ANNUAL EVENT

Congratulations on your very successful automotive design scholarship competition. Both you and the Art Center School (and

certainly the industry) are to be commended for this effort to stimulate and train young designers.

I should very much like to see the competition continue on a year-to-year basis, because I believe it fills a great need for a certain group whose age or obligations make it impossible for them to compete in any of the other scholarship contests, but whose maturity and sense of purpose could be invaluable to the industry.

James D. Howze — Lubbock, Tex.

HONEST AND FAIR REPORTING

May I compliment you on your article, "Indy '61" in the August issue. It is interesting, informative and *fair*. This is the first time in any publication to date that I have read, or viewed, an honest appraisal of the Cooper and Jack Brabham.

It seems to me that we have exhibited very poor sportsmanship in the matter of foreign competition. Why?

However, the fact remains that Brabham with an outclassed machine, as far as brute power is concerned, did a remarkable job, and I certainly believe that, given an equal chance in a good mount, he could and possibly will give the Indy boys a real run for their money.

It is high time we had some real competition in this race. For the past few years it has become just a sweepstake, everybody using the same basic car and with just about the same group running.

Anyway, thank you for letting us know that "the biggest crowd was around the Cooper garage." That in itself shows public interest, even if the "Gasoline Alley clan" does try to ignore a good machine, a clever driver and a real good sport.

Frank R. Wilton — Anaconda, Mont.

CAR BUYER IS NO JUDGE

This letter is in answer to the one written by a Joseph M. Hasty in your August issue.

As far as I'm concerned there is not much confusion at all in the "work of all auto writers." To be sure, the car makers are confused; they are trying to find out what the public wants and haven't been too successful. The buyers are probably confused too by the flooding of the market by so many different cars.

If, as Hasty says, there was a time when the automotive writers would laud the cars that sold, that could only mean that the cars which sold like hot cakes were the ones with good, advanced engineering and construction.

He thinks that only the buying public can make the final decision as to what is a good car. He considers the buying public the best judge of quality and worth in a car.

I agree with a very prominent automotive journalist that the average car buyer (American) wouldn't know a good car if he drove one! The public will clamor for and buy high performance and luxury, but sensible engineering and safe handling they will not.

I believe that all the auto magazines with the possible exception of the "rod and custom" type, are quite fair in their evaluations of automobiles. If engineers-turned-journalists don't know their cars, then who does?

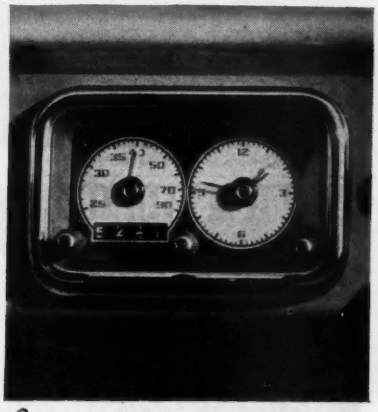
The car-buying rank and file have already shown that they don't know what they want.

Herb Hwang — Palo Alto, Calif.

Test your sports car IQ!

QUICK QUIZ BY QUAKER STATE

1. Can you name this old-time racer?



2. In what kind of event is this dashboard instrument used?

3. Can you name this American race track?

4. What does this symbol stand for?

THE symbol stands for the world's best engine life preserver—Quaker State. Proved in the lab and on the road, Quaker State Motor Oil is refined from 100% Pennsylvania Grade Crude to provide peak engine protection. You can get Quaker State most everywhere—insist on it. For the name of your nearest dealer, please call Western Union Operator 25.

Answers: 1. 1928 Bentley. 2. Halda Speed Pilot computes time over distance in rallies. 3. Sebring (Florida) Race Track. 4. Symbol of the world's finest motor oil.

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Could be. All you need is a Strombecker Model Road Racing Set. It includes everything to put the race on the road. And what a race! These motor-powered, 1:32 scale cars, Maseratis, Testa Rosas and Jaguars, actually reach scale speeds exceeding 150 miles an hour. And you control the speed every exciting mile of the way. To enjoy all the thrills, spills and drama of real road racing this very night, see your Strombecker dealer this very day.

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STOP SAFELY
WITH DO-MOR
BRAKE EQUALIZER

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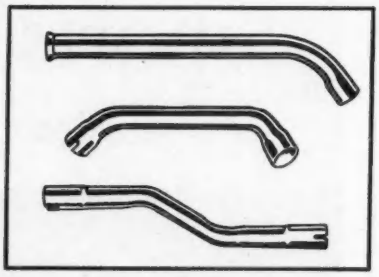
When You Change Your Address

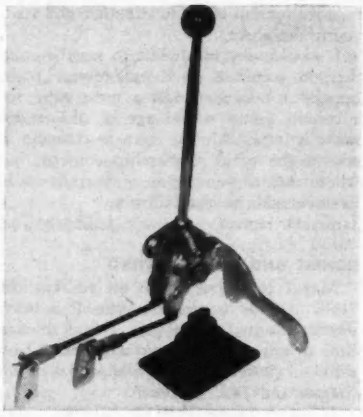
You won't want to miss your **MOTOR TREND MAGAZINE** when you move to your new home — so please tell us, well in advance, what your new address will be. "It isn't enough just to tell the post office, for they won't forward your copies unless you pay extra postage." When you write us, be sure to give us your old address too — even better, enclose the address label from a recent issue.

Write to MOTOR TREND MAGAZINE, 5959 Hollywood Blvd., Los Angeles 28, California.

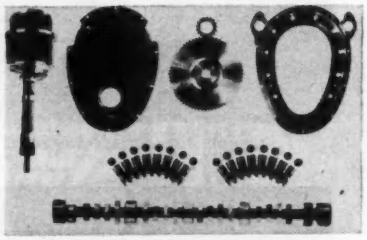
NEW PRODUCTS



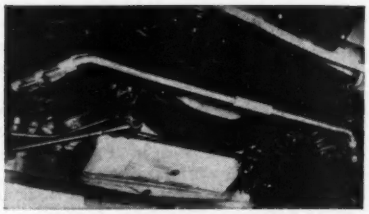
"RESONATOR ELIMINATOR" replacement pipes are designed to help boost engine efficiency, reduce back-pressure and give better gas mileage. Available for any car. Write Grand Automotive Products, 5310 W. 66th St., Chicago, Ill.



FLOOR STICK SHIFT conversion kit is available for all cars, including compacts. Two models are offered — Standard and Deluxe. All kits are complete. Write Ansen Automotive, 6317 S. Normandie Ave., Los Angeles 44, Calif.



ONE-QUARTER SPEED double-lobe roller cam kit claims to substantially increase horsepower, torque and acceleration. Available for Chevrolet, Lincoln, Ford and competition Oldsmobiles for $395. Write Schaller, 1115 "I" St., Modesto, Calif.

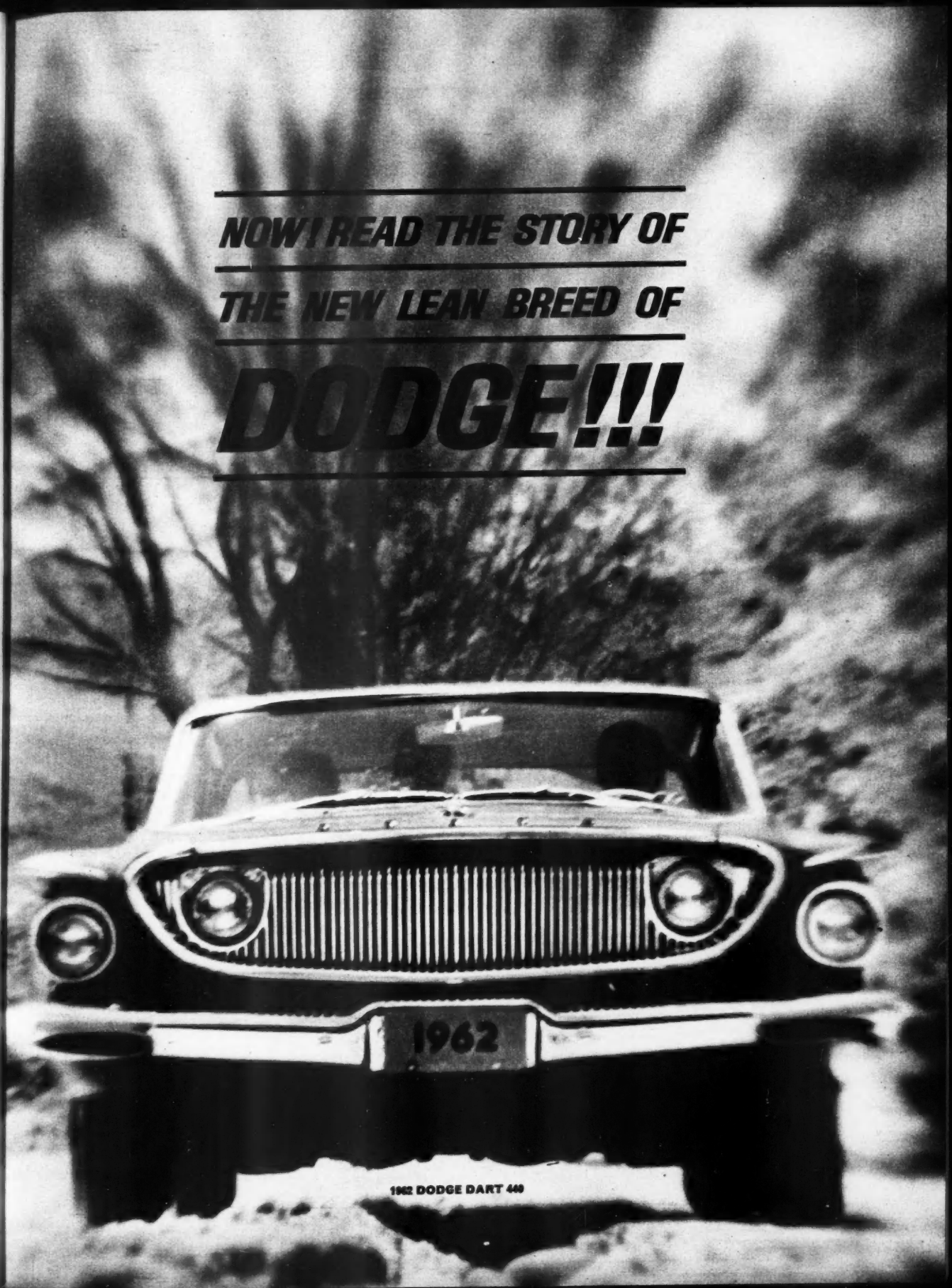


NEW ANTI-SWAY BAR, offered for the complete Corvair line, redistributes front-end weight more equally in turns and helps maintain traction. Price, $17.95. For more information write EMPI, 165 Luring Dr., Palm Springs, Calif.

AUTOMATIC retracting seat belt keeps belts out of way of persons getting in and out of car and protects belts and buckles from damage in doors. The belt is pulled under the seat. Developed by Robinson Technical Products, Teterboro, N.J.

SOLVO-RUST, a product of the Permatex Co., is a super penetrant that attacks rust and corrosion to free frozen metal parts. Long used by professional mechanics, it is now available in three-ounce sizes at service stations.

continued on page 31


NOW! READ THE STORY OF
THE NEW LEAN BREED OF
DODGE!!!
1962
1962 DODGE DART 440

YOU'RE GOING TO LIKE WHAT'S HAPPENED TO DODGE!!!

Make no mistake—you're looking at an ad. But we'd like to acknowledge the help we got from several independent automotive experts—from champion race drivers Rodger Ward and Buck Baker, from ace dragsters Don Garlits and Jack Chrisman, top auto writers Bill Carroll, Max Muhleman and Bill Callahan, economy driver Woody Bell and sports car driver Walt Hansgen. We gave them a couple of new Dart 440's to test and asked for their comments. Frankly, the comments were nearly all favorable. Which didn't surprise us. Dodge Dart is that kind of car. So read on. We think you'll agree: The 1962 Dodge Dart is well worth your time.

DEAD WEIGHT HAS GONE RIGHT OUT THE WINDOW. We've engineered out dead weight. Gone is useless sheet metal, overhang and chrome. Gone is flashiness and fat. What's left is pure muscle—nearly two tons of hard, lean, lusty road machinery. The new Dart 440, with standard V8 and stick shift, accelerates 9% better than last year's comparable model from zero to 60 . . . 12% better from 20 to 80 in direct gear. This is a new breed, born of Dodge dependability, but restless to go. An honest, capable car that hustles, handles and hangs on long after the others leave off.

It's considerate of your comfort. Easy on your budget. And it's built to be the hottest item on the used car lots when you're ready to trade. Its value will hold up because it's built to hold peoples' respect. That's what we were after in '62. That's what we've got in Dart 440—designed by men who are hot for cars . . . for people who are hot to drive them.

MORE LIVE ACTION BECAUSE THERE'S LESS DEAD WEIGHT. Some cars are economy cars, some are pure action. Dart 440 is both—first of the Action-Economy cars.

Early this year, a 1961 Dodge Dart with "Leadfoot" Woody Bell at the wheel got better than 23 mpg in the Mobilgas Economy Run. According to our engineering test data, a comparable model 1962 Dodge, over the same course with the same driver, would do 5% better. In other words, more than 24 mpg.

We asked Woody to test the new model for economy at the Chrysler Proving Grounds, Chelsea, Mich. Weather was less than ideal; wind reading was a high 12 mph and Woody ran into some rain. Still, there wasn't any cold or snow to adversely affect the fuel economy. In Leadfoot's own words:

"I had a 6 with automatic. Strictly stock. I didn't set it up myself. Well, first I went through their regular tests at the Proving Grounds. I wasn't driving for top economy, because I was under strict supervision to drive at certain speeds and in certain patterns. These tests were designed to find what the average guy would get. I went through their stop-and-go simulated city driving test. Stops, starts, acceleration . . . I did 'em all. I still got a respectable 17.1 mpg. Then I ran their cross-country test—up and down hills, sharp turns, blind turns, rough roads. The works! I got 19.8 mpg. And for a full-size car that's plenty good. Then they let me drive nice and easy, the way I do in an Economy Run, and I started getting the figures I really like. I averaged out 24.65 mpg on one run. Then at constant speed 30 mph I got 25.25 mpg; at constant speed 40 mph I got 24.10. That's plenty all right, I'll tell you."

Pensacola Bch. 17

Frankly, we don't think anybody but a pro could get mileage like 24 and 25 mpg. Even so, the figures are a darn good indication of our new car's potential. On the other hand, the 17 and 19 mpg figures do represent a realistic reading of what the average driver can do. Conditions vary, people vary. But there's certainly 5% better economy than last year's comparable model.

Now, here's the kicker. The same Dart 6 will accelerate 7% better from a standing start. That's action and economy in the same car!

"The hardest balance of all to achieve," commented Max Muhleman of the Charlotte News, who covers the hot NASCAR circuit. "This is a real good package."

We asked drag aces Jack Chrisman and Don Garlits to test the Dart 440 for action. Bill Carroll put the watch on Garlits, the current holder of the "1320" record. Garlits drove a 4-door hardtop with 361 cu. in. V8, 3-speed automatic transmission and standard 3.23 rear axle.

"Which isn't exactly a quarter mile or acceleration gear," Garlits remarked.

Still, he clocked in at 15.4 in the quarter mile. And an amazing 8.1 from 0-60.

"Quite a bomb!" Garlits remarked.

"It really goes," said Chrisman, who got comparable figures the day before.

And, remember, the gearing was strictly standard. The car was also equipped the way most people want a car. Fair enough? We think so.

"I'm amazed at the performance of the car," said Buck Baker, twice champion on the NASCAR circuit. And we were amazed at Buck. After a trial lap or two, Buck stomped on it and took Dart 440 up to 130 mph on the Utica Proving Grounds circular track. Buck said he could do a lot better, but we were glad to let good enough alone. Speeds like that may point to a car's potential . . . but they're for race drivers only.

Some cars boost their performance, some their economy. It's seldom a car boosts both at the same time. It's not a secret how we did it. We took a long, hard look at our car and began to engineer out dead weight. We took 60 lbs. from the automatic transmission with V8; the housing is aluminum. We engineered 5 lbs. from the starter. We eliminated excess chrome and overhang. Every ounce and inch that didn't work...went out. We left only the working weight.

"Very necessary," remarked ace sports driver Walt Hansgen. "It's one thing we haven't done in our country up till now."

With a remarkable new power-to-weight ratio (as much as 1 horse for every 11 lbs.), we made progress through the entire driveline. Take axle ratios. By throwing out dead weight, we lowered the ratios for economy without affecting the zip a bit. The new standard axle for the standard "6" with automatic transmission is 2.93:1. Last year's was 3.31:1. Quite a difference! Axle ratio for the standard V8 with automatic is a gas-squeezing 2.76:1. Last year's was 2.93:1. Axle ratio for the standard V8 with stick shift is a snappy 3.55:1. At take-off or top-end this one really moves.

Frankly, our standard axles are selected with economy in mind. If you want more action, check the chart on the next page. Getting the right axle, we believe, is as important as choosing your engine and transmission. Whatever you choose, our axles are geared with mathematical precision to give you the utmost satisfaction—the action you want, economy you'll like.

ACCELERATION FIGURES.

Don Garlits driving Dart 440 4-Door Hardtop, 361 cu. in. V8, automatic transmission, 3.23 standard rear axle. Radio, heater, power steering, power brakes. Odometer reading at test: 1079.8. (Speedometer error: Approx. 1 mph).

0-30 . . . . . 3.8 sec. 0-45 . . . . . 5.4 sec.
0-60 . . . . . 8.1 sec. 0-80 . . . . 12.1 sec.

STANDING START, ¼ MILE IN 15.4 SEC.

1962

THE TAKEOFF WILL SOCK YOU BACK IN THE SEAT. Many experts have considered the Dodge TorqueFlite 3-speed transmission as the finest transmission in the industry. Yet we've improved on it with a new automatic that works on the same proved principles, but the internal construction is all new. The case is aluminum. Besides being 60 lbs. lighter, the new transmission is more compact. Reduces the floor hump, increases passenger space. It takes off trigger-fast, pours out the power in a steady surge.

"Interesting type of acceleration," remarked auto authority Bill Carroll. "Extremely smooth, and though I could feel the transmission shift, there was no objectionable jerk as in the past from high performance transmissions. Pushed me back against the front seat . . ."

"It changes up smoothly," said Walt Hansgen. "There's plenty of go from the bottom."

THE PAYOFF IS IN THE POWER PLANT. Your choice starts with the 12-port standard 6, whose larger, more efficient manifold takes in more air, gets more go from every drop of gas. And it uses gas by the drops, not the buckets. There's a choice of three free-breathing, hard-charging V8's: standard 318 cu. in. V8 that uses regular gas; optional 318 cu. in. V8 with power-pack; and optional 361 cu. in. V8 with 4-bbl. carb, duals and a special cam. (See chart below for the lineup; turn two pages for engine specs). You'll be hearing from these engines in '62. From carb to cam, they really run.

In summing up its performance, Rodger Ward said: "I ran it flat out, and that Dart really storms! You just sit there and let her track."

THIS ONE OUT-CORNERS, OUT-LASTS, OUT-RIDES ANY FAT CAT CAR AROUND

Dart 440 is probably the easiest handling production car you've ever driven. Corners like a cat. Tracks flat and level through curves. Steers with

DART 440 POWER TEAM LINEUP

Engine and Transmissions

Axle Ratios (S—recommended standard ratio for normal operations; E—optional special economy ratio; P—optional performance ratio; A—available).

(With manual transmission)	2.76:1	2.93:1	3.23:1	3.31:1	3.55:1	3.91:1
145 hp 225 cu. in. 6, standard on all 440's				S	P	A
230 hp 318 cu. in. V8 w/2 bbl carb., standard on all 440's			E		S	P
305 hp 361 cu. in. V8 w/4 bbl carb., optional			S		P	
(With automatic transmission)						
145 hp 225 cu. in. 6, standard on all 440's		S		P	A	
230 hp 318 cu. in. V8 w/2 bbl carb., standard on all 440's	S		P			
260 hp 318 cu. in. V8 w/4 bbl carb., optional	E		S			
305 hp 361 cu. in. V8 w/4 bbl carb., optional	E		S			

*4.10, 4.30, 4.56, and 4.89:1 are special competition ratios, dealer-installed.

Additional high performance equipment available from independent manufacturers:
Auto Marine Laboratories, Wyckoff, New Jersey (transistor ignition). ■ Camcraft, 6120 Casmer, Detroit, Michigan (cams). ■ Edelbrock Equipment Co., 4921 W. Jefferson Blvd., Los Angeles 16, Calif. (manifolds). ■ ForgeTrue Pistons, 1979 E. Colorado Blvd., Glendale, Calif. (pistons). ■ Hedman Hedders Co., 11039-49 W. Washington Blvd., Culver City, Calif. (manifolds). ■ Hurst-Campbell Inc., 341 W. Glenside Ave., Glenside, Pa. (shift conversions). ■ Ed Iskenderian, 607 North Englewood Ave., Inglewood, Calif. (adj. push rods). ■ Offenhauser Sales Corp., 5156 Alhambra Ave., Los Angeles 32, Calif. (manifolds). ■ Weiand, 2733 San Fernando Road, Los Angeles 65, Calif. (manifolds). ■ Howard Cams, 10122 South Main, Los Angeles, Calif. (cams).

needle-point precision. Sits snug and solid.

In '62, we refigured the suspension geometry, striking a perfect balance between solid handling and a smooth ride. Race driver Rodger Ward had this to say:

"You don't get the mushiness you feel in most passenger cars. When you go into a turn hard, she's with you all the way. The car finds its groove naturally. Real stable on the high speed stuff. You can put it just where you want it."

Here's what we did. We reduced the wheel camber to soften the ride a bit. We stiffened the rear section of the rear springs to assure rock-solid handling. We made the front section more flexible to soak up more road shock.

TORSION BARS UP FRONT, OFF-CENTER LEAFS IN REAR. One thing we didn't change is the inherent balance between the better-than-ever torsion bar front suspension and the off-center rear leaf springs.

"Leaf springs in the rear and the torsion bar give you stability . . . and good balance all the way," observed veteran writer Bill Callahan. "The car tracks beautifully."

"It's the most responsive, nimble, full-size car anyone has made yet," said Max Muhleman. "You can whip it around and it handles easily in tight places. Then you take it on the open road and it smoothes out like a big boat. It's unusual to get that balance—a car you can hook around in town and that's great on the highway, too. This one gives you both. Versatile is the word for it."

You'll like the steering. Dart 440 offers an all-new manual steering gear. It features a recirculating-ball design and low-internal friction achieved through use of needle bearings in the cross shaft. Gear ratio is 24 to 1. Overall ratio of the steering system is 28.7:1—for improved steering response. With this new low-friction design, and with less dead weight on the front wheels, steering effort is exceptionally low.

"You could steer it all day and never get tired," remarked Woody Bell. "At first, I thought it was power steering."

"The steering doesn't trick you on any kind of surface or incline," Muhleman said.

THE BRAKES ADJUST THEMSELVES. Dart 440 has new brakes this year. Self-adjusting. You just back up, and the brakes adjust themselves automatically. It's unnecessary to have them adjusted periodically. The brakes feature bonded linings—195.2 effective sq. in. That's 11.2 sq. in. more than last year or 20% more lining area per pound of car than last year's comparable model. A significant improvement! Here's what Walt Hansgen observed:

"I put the brakes on hard. They pulled very dead and dead straight. There was adequate brake at the end of the braking. No fade. That's what we need in motoring today . . . good brakes. Dart's brakes seemed very good."

"They're nice to the touch," said Muhleman. "Not much travel in the pedal."

In fact, in summing up the car's driving characteristics, Muhleman added: "You could win a trophy in a ¼ mile and carry home a crate of eggs without worrying about breaking them."

DEPENDABILITY DOESN'T HAVE TO BE DULL

The '62 Dart 440 is proof of that!

Whether you keep your car for a day or a decade, you expect dependability and durability. Who, after all, wants to drive around a bucket of bolts, even for a day? Dodge is famous for building dependable cars. And as you can see from the foregoing pages, dependability doesn't have to be dull. Not if it's a Dart 440. Dodge builds 'em tough. Tight . . . to keep them quiet. To protect

your investment however long you keep your car. The name Dodge on a car is your assurance of lasting dependability.

The body is fully rust-proofed. Some car makers spray, some dip, some use galvanized steel. Dodge uses all three. You get protection deep down, from top to bottom. Inhibit rust . . . and you step up resale value, cut down upkeep.

The body is unitized. No body bolts to shake loose. Each section is seamed and spot-welded to provide a safety-girder structure of massive strength for greater torsional rigidity. A unitized body beefs up the strength while it trims the fat. Permits a lower floor, natural seat height, more interior room.

GOES 32,000 MILES BETWEEN GREASE JOBS. That lube job every 2,000 miles is a thing of the past. On Dart 440, chassis lubrication fittings have been removed from all points on front suspension ball joints, steering linkage connections, and clutch torque shaft bearings. These points are pre-lubed and sealed at the factory. Ball joints and tie rod ends are fitted with neoprene seals that retain the lubricant and exclude dirt or water. In place of grease fittings, ball joints have plugs that can be removed for lubrication every 32,000 miles. Tie rod ends are sealed for life, require only periodic inspection. If you drive 1000 miles a month and keep your car for 60,000 miles, figure on saving from $30 to $45 on lube bills alone. Keep the cash. It's on Dodge.

YOU'LL KNOW IT'S A DODGE WHEN YOU TRY TO WEAR IT OUT. Check the little things: how we use galvanized steel for body side sills for extra rust protection; how we've installed an entirely new starter that kicks off faster and puts less drag on your electrical system. How the Alternator keeps your battery charged for fast starts even in foul weather. Battery lasts longer too. Little things? Not really. They show

you how we build cars. Tough. Dependable. Here's what dragster Jack Chrisman said:

"We gave that Dart 440 a good pounding—the kind that would break up some cars. But this one was as quiet and smooth as when we first got our hands on it."

Said Rodger Ward: "It's a tight piece of machinery without a lot of softness or foolishness."

EVEN THE FINE PRINT IS EXCITING WHEN IT'S A DODGE

Wheelbase 116". Overall length 202.0". (Wagon 210.0"). Turning diameter 40.3 ft. (curb to curb). Tread: front 59.4"; rear 57.5". Total width of car; 76.5". Wheels 14". Safety-Rim. Brakes: 10 x 2½", hydraulic, self-energizing. Bonded linings, 195.2 sq. in. effective lining area. Power brakes optional. Parking brake foot-pedal operated, activating shoes on each rear wheel. Tires, tubeless, 6.50 x 14" (6 cyl.), 7.00 x 14" (V8 and all wagons). Steering system: Low-friction manual gear. Overall ratio 28.7:1. Number of turns 5.3. Power steering optional at extra cost. Shocks—direct acting, Oriflow. Electrical system: 12-volt, 6-cell battery. Single speed electrical windshield wipers. Variable speed, electrical wipers optional at extra cost. Heater-defroster, optional. Pushbutton operation for heating, defrosting, ventilating. Forced air ventilation from axial flow blower. At standstill there's as much ventilation as at 30 mph with a conventional system. Interior: 5 color schemes to choose from in Dart 440 series. Lustre-Bond Enamel Finish; 15 exterior solid color choices. 33 two-tones.

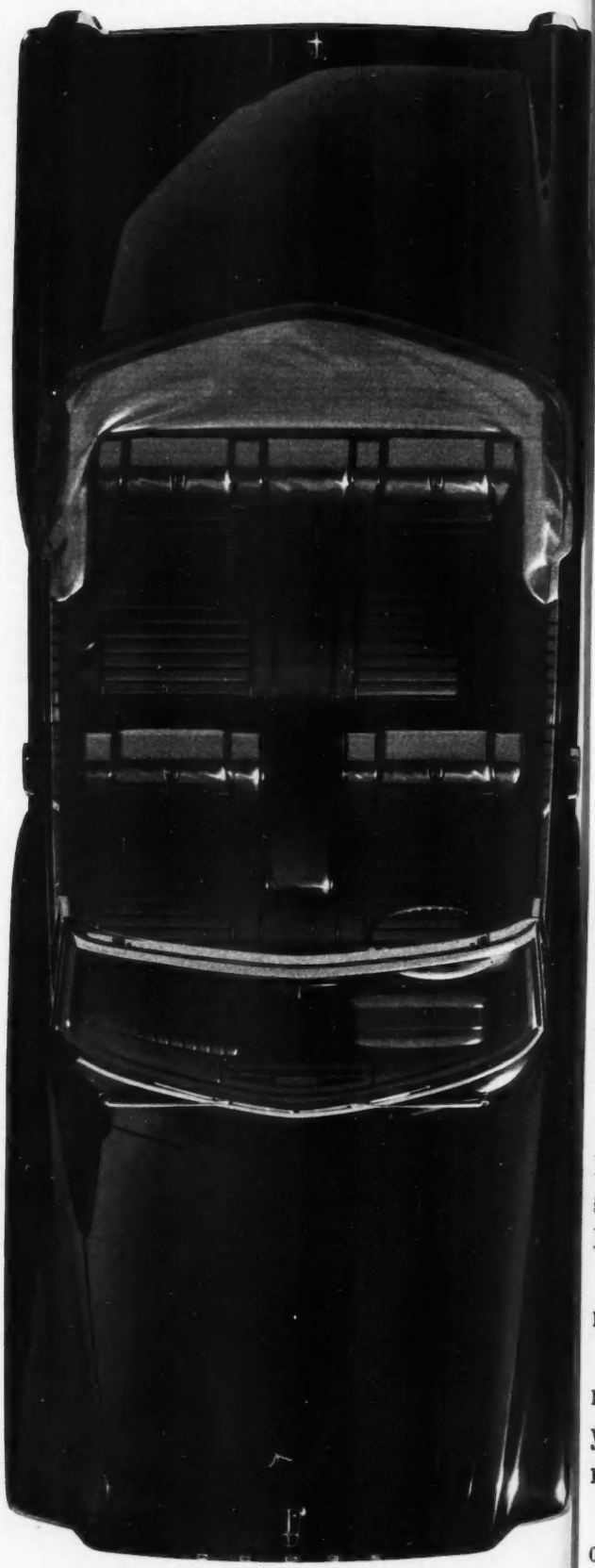
Transmissions. Manual. Standard 3-speed. Stick mounted on steering column. Ratios with "6": 2.95 to 1, 1.83 to 1, 1.00 to 1. 3.49 to 1 reverse. Standard axle 3.31 to 1. With V8: 2.12 to 1, 1.43 to 1, 1.00 to 1 and 2.73 to 1 in reverse. Standard axle 3.55 to 1. Automatic. 3-speed, pushbutton control. Ratios with "6" or V8: 2.45 to 1, 1.45 to 1, 1.00 to 1 and 2.20 to 1 reverse. Axle, with V8, 2.76 to 1; with "6", 2.93 to 1.

Engines. 318 V8 standard on all Dart V8 models. OHV, 318 cu. in. Bore, 3.91". Stroke 3.31". Compression ratio 9 to 1. H.P. 230 at 4400 rpm. Torque 340 lbs. at 2400 rpm. Dual downdraft carb. Shunt type oil filter. Oil capacity 4 qts. (5 qts. when changing filter). Coolant capacity 20 qts. without heater. 318 V8 with power pack. Same as preceding, except with a 4 bbl. carb., high performance cam, dual exhausts. 260 H.P. at 4400 rpm. 345 lbs.-ft. at 2800 rpm. Available at extra cost only with automatic transmission on all Dart models. 361 V8. Available at extra cost on all Dart models. 361 cu. in. Bore 4.12". Stroke 3.38". Compression ratio 9 to 1. H.P. 305 at 4800 rpm. Torque 395 lbs. at 3000 rpm. 4-bbl. carb. High performance cam. Dual breaker distributor. Dual exhausts. Full-flow oil filter. Oil capacity 4 qts. (5 qts. when changing filter). Coolant capacity 16 qts. without heater. 225 Slant 6. Standard on all Dart 6 models. OHV, 30° inclined. 225 cu. in. Bore 3.40". Stroke 4.125". Compression ratio 8.2 to 1. H.P. 145 at 4000 rpm. Torque 215 lbs. at 2800 rpm. Single downdraft carb. Full-flow oil filter. Oil capacity 4 qts. (5 qts. when changing filter). Coolant capacity 12 qts. without heater.

INDIVIDUAL COMFORT AND HONEST LUXURY

How do you get the comfort of a bucket seat along with the room you need for passengers? We think we've got the answer.

Up front there's a fold-down center arm rest. Standard equipment on Dart 440. Carrying four or five? Flip the arm rest down and you've got



the security and comfort of a bucket seat. Carrying six? Just flip it up again. You can literally tailor your interior to your passenger load.

"I like the split seat back," said Walt Hansgen. "The fold-down arm rest keeps you from sliding across the seat in a hard turn."

"I never thought an arm rest could be of any value," remarked Muhleman. "But this one was the right height. You can drive and rest your arm at the same time. It gives you a feeling of compactness at the wheel. The wheel, driver and seat are a package, an entity all their own."

Is Dart 440 roomy enough? We asked Bill Carroll, who's 6 ft. 1½ in. tall. "I appreciated the increased headroom," he said. "There's also more room in the back seat than I've seen in a hardtop for many a year. The instrument panel has been moved forward which increases the room. There's room inside for six people."

Max Muhleman is also a six-footer. "I had no trouble getting in or out of the car," he reported. "I was perfectly comfortable in driving position. You just automatically fall into a good position."

Visibility is excellent. "So good," said Muhleman, "the only way you can prevent it is to put travel stickers all over the windows."

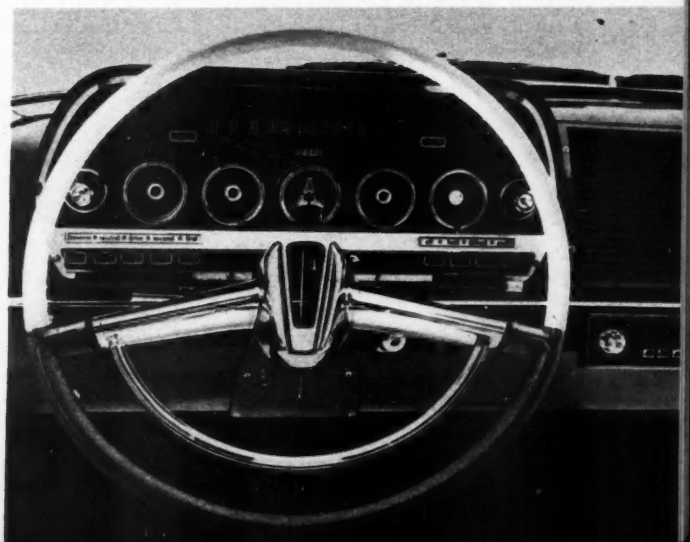
Rodger Ward and Buck Baker were particularly impressed by the over-the-hood visibility. "Helps in tight handling," said Buck.

Bill Callahan noted that on the instrument panel "there's no excess ornamentation. No glare. The instruments are nicely clustered. Easy to read and easy to use."

There are pushbuttons for the automatic transmission, radio and heater-defroster.

The drivers and writers alike appreciated the new temperature gauge. It's a true gauge. "Shows you if it's running hot and how hot," said Muhleman, "except the car doesn't seem to run hot."

As for luxury, take a look. All vinyl fabrics on door panels mould right up to the windows. Deep carpeting sill-to-sill. Vinyl seats. Pleated.



Plush. Durable and easy to clean.

"I never liked vinyl to sit on before," said Muhleman, "but this one is good." One reason: better air circulation and cooler riding comfort thanks to sewn piping on seating areas.

Here, then, is honest luxury plus comfort that treats you like an individual. The kind of interior we think belongs in a car you'd respect.

"They went all-out to make that interior nice," observed Don Garlits.

He's right. It's the best we've ever offered.

GET ACTION-ECONOMY IN SIX HOT MODELS

As you might expect, Dart 440 comes in all the popular body styles. A 2-door hardtop, 4-door hardtop, convertible, 4-door sedan, and two station wagons—six and nine passenger.

Whichever you choose, this new breed is built to go. Far and hard. Short and sweet. Every part has function. Every line serves reason. Here's what auto authority Bill Carroll had to say:

"The car has continental styling—a long hood, a flair all its own. Dart 440 extends the trend toward a car with a sporty appearance, and performance above and beyond the ordinary. I think it will find instant appeal among the public."

That's Dart 440 for you. Six hot models. Choose the one that suits you best. You've got to try what's happened to Dodge.

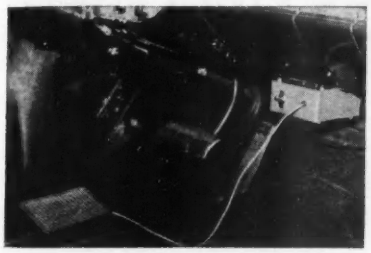
DRIVE THE NEW LEAN BREED

AT YOUR DEPENDABLE

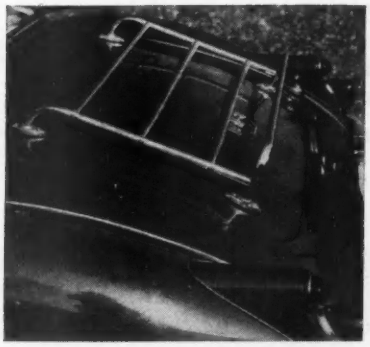
DODGE DEALER'S.

PRODUCT TRENDS

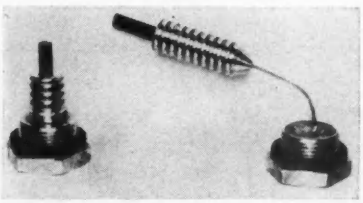
continued from page 18



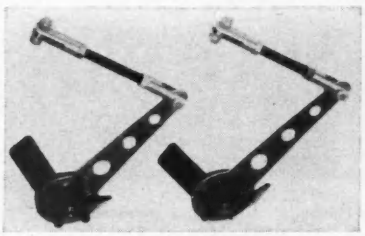
"RAIN-TOP," electronically operated sensing device, automatically closes convertible tops in case of rain or heavy dew. Ignition does not have to be on. Price, $39.95. Manufactured by Bedol Electronics, Inc., 1971 W. 85th St., Cleveland, Ohio.



NEW-TYPE LUGGAGE RACK designed to fit all sports cars is made entirely of aluminum alloy and is easy to install and remove. Price of this Cannell Model SP is $19.95. Write Cannell Co., 61 S. State St., Hackensack, N.J.

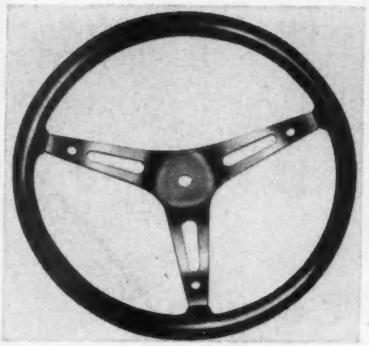


"NEUTRA-PLUG" helps to purify engine oil by removing metal particles with a magnet and neutralizing acids with an alkaline-alloy element. In two models, at $2.45 and $2.95. Engine Accessories Co., 5801 E. Beverly Blvd., Los Angeles 22, Calif.



TO HELP IMPROVE driving safety, Ansen Automotive offers a new Universal Friction Shock and Kit for all types of competition cars. Set of two, complete with linkage, sells for $31.50. Ansen Automotive, 6317 S. Normandie Ave., Los Angeles 44, Calif.

NEW "SAYFTE-FLASHER" warning signals are handy for after-dark emergencies. The wire-free units are powered by two standard flashlight batteries and grip securely anywhere on the car. Price, $1.98, two for $3.69 at auto, drug and hardware stores.



CUSTOM STEERING WHEELS, a three-spoke modified "Y," recessed-hub type, are made of chrome-plated steel with a plastic grip. Available in three sizes: 14½, 15½ and 17 inches, from $16 up. Cragar Equipment Co., 3663 Gage Ave., Bell, Calif.

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Five "firsts" on the "Fourth"

Automotive engines do their

PIKES PEAK STOCK-CAR CLIMB—Swinging around one of the 152 switchback curves that makes this upward climb one of the world's toughest tests for car and driver, Louis Unser pilots his Champion-sparked Chevrolet to a record-shattering victory in the 1961 Pikes Peak Auto Hill Climb for stock cars. The old stock-car record, set in 1957, was 15:39.2 minutes. Louis Unser shaved off better than half a minute, setting a new mark of 15:06 even!

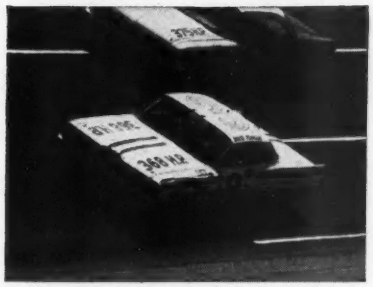
CHAMPION SPARK PLUG COMPANY • TOLEDO 1, OHIO

prove again...

best with Champion spark plugs!

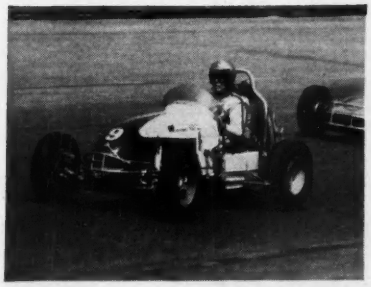
From the cold, rarefied air of snow-topped Pikes Peak to the sweltering heat of the Daytona Speedway, the Fourth of July was a big day for auto racing—and for Champion! A day that proved again something that has been proved countless times before: No matter what the engine—or how tough the driving conditions—you can always depend on top performance from silvery-plated Champions . . .

PIKES PEAK CHAMPIONSHIP CLIMB—In the fastest drive ever made up the mountain, four-time winner Bobby Unser makes it five victories as he becomes the first man ever to drive to the top in under 13 minutes! Smashing the record (13:28.5) he set last year, Unser's Champion-sparked charger whipped up the 12.42-mile course in 12:56.07 minutes! On some of the short straights he hit 120 mph!



DAYTONA "FIRECRACKER 250"—In a blistering race (154 mph) on a blistering track (126°), David Pearson slams his Champion-equipped '61 Pontiac into the lead on the all-important last lap to win his second big NASCAR Grand National race of the year. Earlier, Pearson won the Charlotte "World 600" in his Champion-sparked stocker.

INDIANAPOLIS RACEWAY PARK—Norm Nelson, 1960 USAC stock-car champion, dominated the day in his Champion-fired '61 Ford: Fastest heat, fastest qualifier, winner of the Trophy Dash—and winner of the 100-lap main event.



TRENTON, N.J.—Sharing the driving chores with Jim Davies, Bob Marshman, co-choice for 1961 "Rookie of the Year" at Indianapolis, drove the Champion-equipped Konstant Hot Special to victory in the 250-mile USAC race.

These Champion-sparked victories are but part of a long and continually growing list of performance events won by cars using always-dependable Champion spark plugs.

Why is Champion the spark plug that wins most performance events? Simply because performance experts know that—regardless of claims—no one has ever built a spark plug to outperform a Champion in an automotive engine! It's a good reason for always equipping your car with the performance spark plugs—silvery-plated Champions!

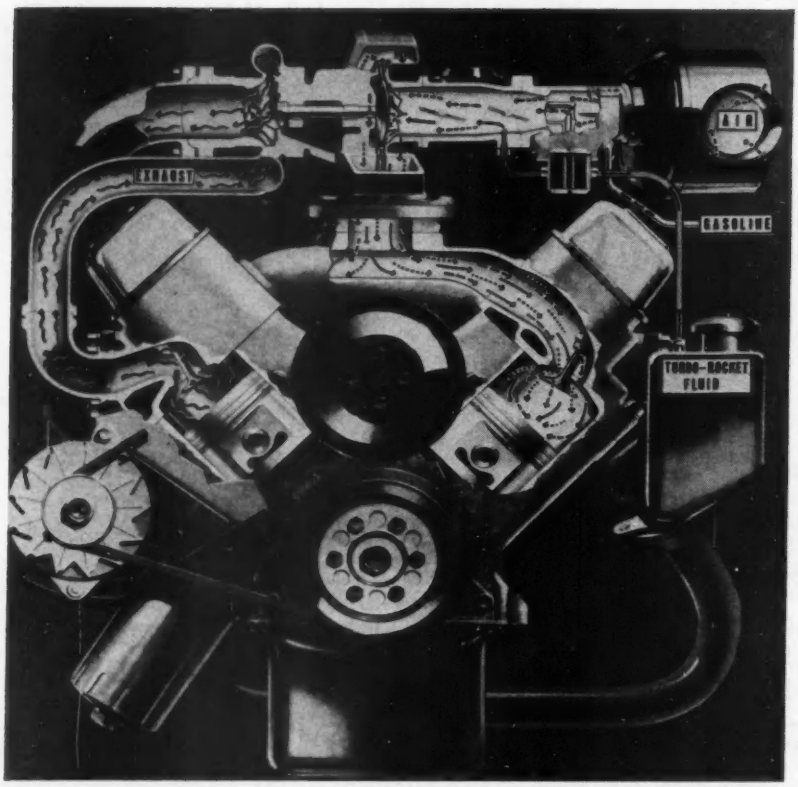
MOTOR TRENDS

The light-weight casting techniques Ford has developed for the Falcon Six and Fairlane V-8 may soon be applied to the Corporation's bigger engines. Developments at the River Rouge plant are said to include a new light block made of cast iron and displacing around 400 cubic inches.

Buick's exclusive rights to the new cast-iron V-6 are rumored to last but one year. Should the new little engine prove a success in the Special, there is a good chance that one or two other GM divisions will offer it as an option in 1963.

With this issue of MT all of the 1962 cars will have been unveiled for our readers, with one exception—Mercury's middle-size Meteor. This all-new car, based strongly on the Fairlane concept, will be featured in the December issue of MOTOR TREND.

Pictured on this page is a last-minute but vitally important engineering development from Oldsmobile. This new option for the F-85 aluminum V-8 is a small turbo supercharger which will boost the engine's output to well over 200 hp. Particularly interesting is the first commercial application of "fluid injection." A special anti-detonant fluid will be injected to insure a more uniform burning rate. The turbo-charger itself is driven by exhaust gas energy.



OLDS F-85 NOW FEATURES AN OPTIONAL TURBO-SUPERCHARGED ENGINE WITH FLUID INJECTION.

Two of MOTOR TREND's sister magazines will make news next month as they merge into one publication. Readers of *Motor Life* will have to look for that title under the heading of Sports Car Graphic *and* Motor Life.

Speaking of Sports Car Graphic, *that magazine is sponsoring a special jet tour to the Nassau races later in the year. For West Coast sports racing enthusiasts, this is a rare opportunity to see this classic event, not only at very low cost but in the company of some of the field's top personalities. Check SCG for further details*

Goodyear Tire & Rubber has announced the marketing of a most interesting item – low-cost disc brakes. The assemblies are available in 7-, 12- and 18-inch discs, and the brake can be applied by hydraulic or pneumatic action. A universal mounting configuration makes the unit adaptable to almost any existing support.

Ford's compact compact, the Cardinal, still appears to be pegged for announcement in the middle of next year. A late report indicates that the car will be equipped with a front transverse leaf spring. This will be the first appearance of such equipment on a domestic car in 14 years.

Nearly every authoritative source in Detroit reports great confidence in regard to 1962 sales. The phrases "best year since '55" and "possible seven million sales" are popping up in more and more conversations.

After nine years of popularity with drivers here and abroad, Standard-Triumph's TR-3 is about to bow out. The TR-4 has all-new styling and engineering. The new overhead-valve four-cylinder powerplant delivers 105 hp. A full analysis and driver's report of this important car will appear in the December issue of MT.

a great new power mate for the Special's aluminum V-8

Now a V-6! Only Buick has it!

Six for Savings—V for Voom. It was natural that it came from Buick. Natural that Buick developed the successor to the in-line six-cylinder engine...*the V-6!* A V-6 you can now get in the new 1962 Buick Special (in convertible, sedan or station wagon models). A V-6 that has 140 to 179 pounds less weight than in-line sixes of comparable power. A V-6 that gives you the V-smooth, V-lively *Voom* of big cars *plus* gas economy that challenges the compacts. A V-6 with the shortest, most rigid block and crankshaft in any American 6-cylinder car.

Why is it natural that this great engine should come from Buick? Because it was Buick which also developed an *aluminum V-8* which you can also get in the Buick Special. This is the V-8 that gives you sizzling go, yet swept its class in 1961's Mobilgas Economy Run against the country's top drivers. It's natural that it should come from Buick, too, because so many other great automotive advances *have* . . . such as today's safe, simple directional signals . . . fin-cooled aluminum brakes . . . the first no-shift transmission . . . the first hardtop. So here again you have exciting proof that when better automobiles are built, Buick will build them. Buick Motor Division—General Motors Corporation.

'62 Buick Special V6 V8

The happy-medium size

MOTOR
TREND
PRESENTS
THE
'62
CARS

On the following pages are the announcement reports of 33 new models of 1962 cars. Or is it 26 new models, with seven new sub-types? Or is it 12 separate and distinct makes, with 21 satellite versions that differ in varying degrees from the parent make?

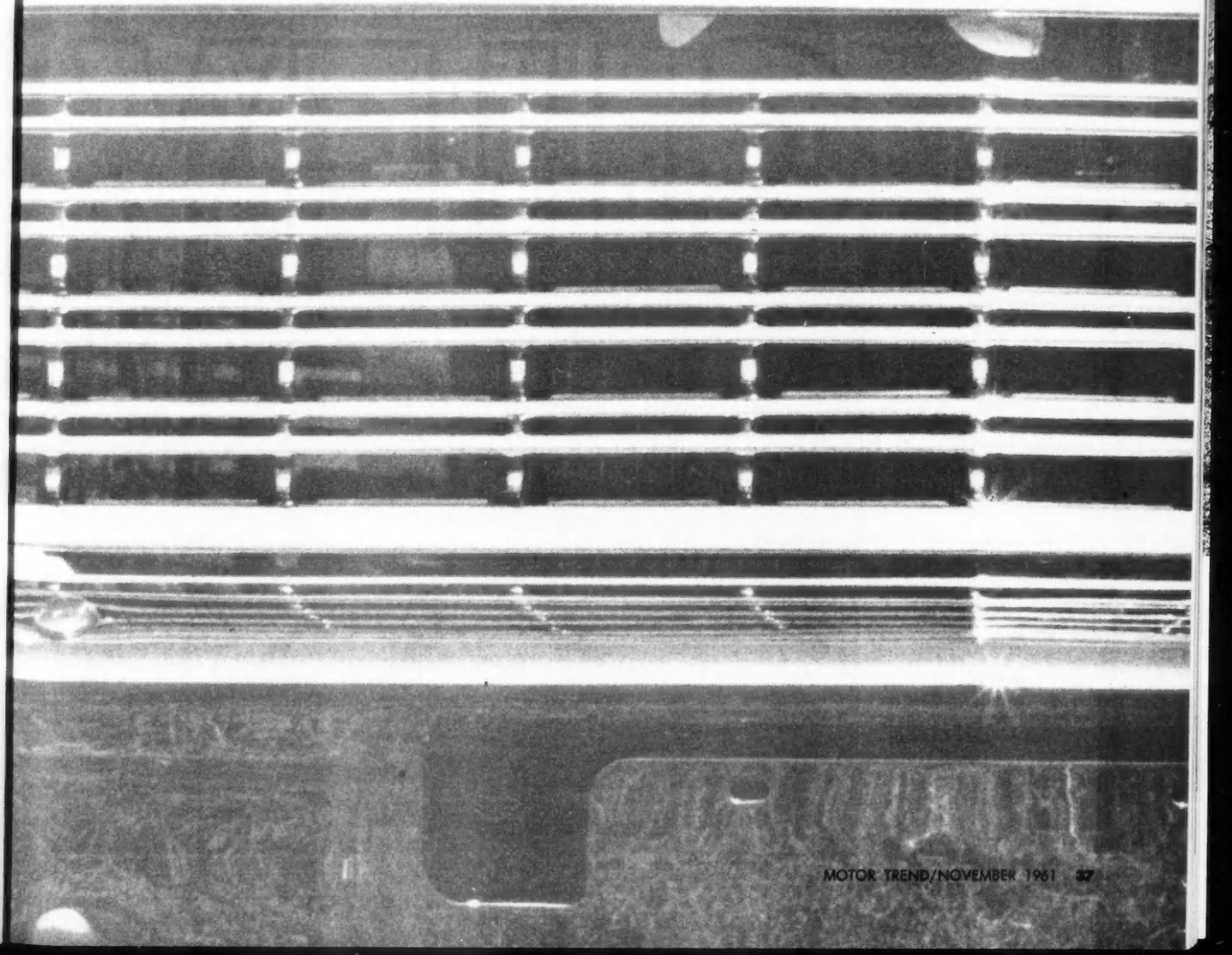
The uncertainty in establishing exactly how many different kind of "cars" there are from Detroit for the coming year really points up the chief characteristic of the new models.

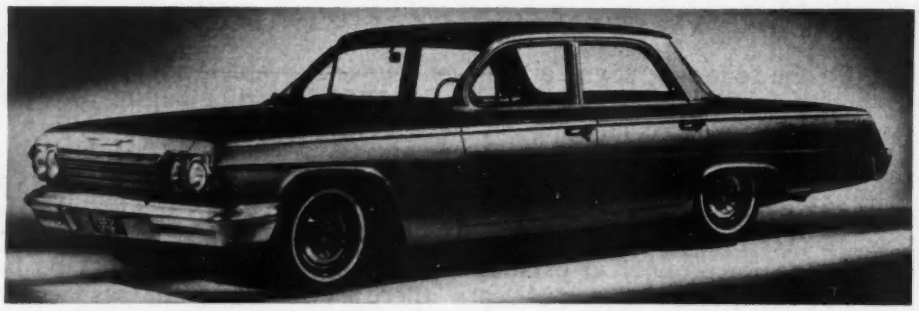
The field of U.S. cars, which once was neatly divided into clear categories, is now a confusion of sizes and prices and assorted shapes. Any attempt to classify into specific classes founders on definitions. There are too many borderline cases, the overlapping of groups, and instances where a single vehicle appears in such a variety of forms it can belong to two or more classes at one and the same time.

There is nothing wrong about all this — on the contrary, in a very practical sense, it actually is for the benefit of the car buyer and user. We now have some of the variety, but not all, that we have been asking for.

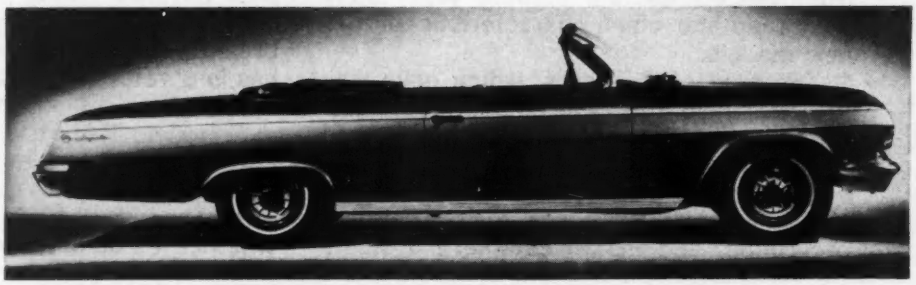
In some respects this is a greater "design advance" than the development of some new engineering feature. It is a breakthrough by Detroit of a barrier that has long retarded the appearance of better cars.

There is, this year, improved performance, sleeker styling, new design features all along the way, as there generally is year after year. But the wide choice in cars, whether it's 33 or 27 or 41, is the big news.



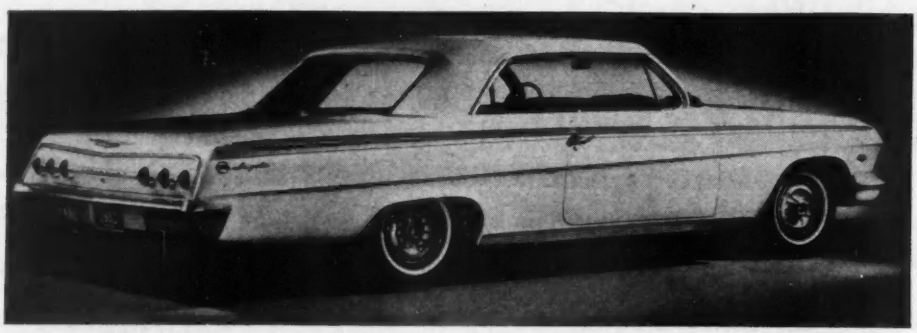


Although exterior sheet metal is new, styling is basically a transition from last year.



Chevrolet's Super Sports model will be also available in convertible body style in 1962.

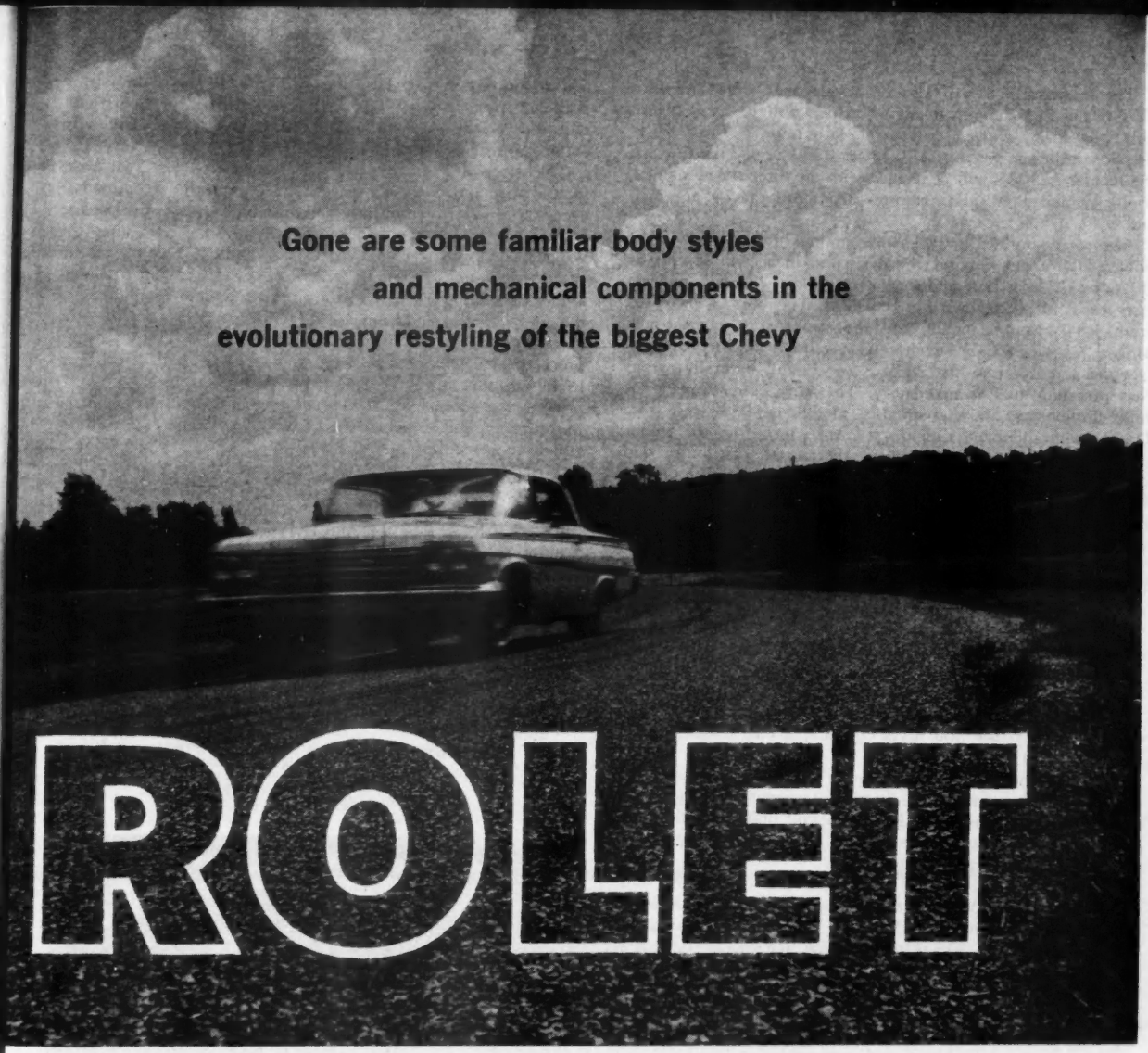
CHEV



This view shows the new simulated convertible rib which has been introduced in the metal roof.

Impala hardtop will also be available with this greenhouse, which has a bigger rear window.

Gone are some familiar body styles and mechanical components in the evolutionary restyling of the biggest Chevy



ROLET

ALTHOUGH JUST A GLANCE makes it appear that the Chevrolet is not radically different, a closer examination will reveal a considerably changed car this year. There are many new engineering features, and some old, familiar components have been dropped. Besides all-new sheet metal, a new engine and a new automatic transmission, the lineup of body styles has been reshuffled. Many of these changes are going to mean performance and economy quite different from last year.

On the surface, it will appear that the change in the Chevrolet body style lineup is a switch of major proportions. Perhaps it is, but in reality only six versions have been dropped from last year's 20, making a total of 14 different body styles. The models available are: Biscayne — two- and four-door sedan, and a four-door station wagon; Bel Air — two- and four-door sedans, two-door sport coupe and six- and nine-passenger four-door station wagons; and Impala — four-door sedan, two-door sport coupe, four-door sport sedan, two-door convertible, and six- and nine-passenger four-door station wagons.

There may be some confusion about the 1962 station wagon line. The names Nomad, Parkwood and Brookwood, which have for some time been the series designation for Chevrolet's station wagons, have been dropped. But for those who are familiar with Chevrolet's wagons, the change will make sense. The wagons will now be known as Biscayne, Bel Air and Impala. Even though the wagons have always had their own names, they have been directly comparable to the sedan series, both in trim and price.

It is doubtful if any Chevrolet dealer will complain about fewer body styles this year. Overall, there will be more different versions than ever before in Chevrolet's history. With the other lines that bear the Chevrolet marque — Corvette, Corvair, Chevy II — added to the conventional-size Chevrolet, there will be 32 body styles available. And the customer's selection will be the best ever — Chevrolet will offer the widest selection of different cars that any American manufacturer has ever offered in a single year.

For the enthusiast, the most important news from Chevrolet this year will be about the new V-8, the re-engineered 409 and the new transmission. Discontinued are the big V-8 in its 348-cubic-inch form and the Turboglide transmission. The engine lineup will consist of a Six and three V-8's.

To begin with the economy engine, it will again be the 235-cubic-inch ohv Six that has been Chevrolet's basic engine for years. This powerplant has a single-barrel down-draft carburetor and 8.25-to-1 compression ratio. Horsepower is 135 at 4,000 rpm. It will be available throughout the line and will be teamed with three transmissions: the regular three-speed manual, overdrive and Powerglide. Chevrolet's limited-slip differential, the Positraction, will also be available with the Six this year.

continued

The standard V-8 will also be a carryover from last year. This is the 283-cubic-inch engine, which will be available in only one form, with a two-barrel carburetor, 8.5-to-1 compression ratio and rated at 170 hp at 4200 rpm. Like the Six, the regular-fuel V-8 will be teamed with the three-speed manual, overdrive and Powerglide transmissions. Axle ratios are 3.36 and 3.70.

Chevrolet's milder performance options this year will be powered by a new engine, the 327-cubic-inch V-8. Essentially the new 327 is a bore-and-stroke job of the 283 and replaces last year's 348-cubic-inch optional V-8. The bore is increased from 3.875 to 4.0 inches, and the stroke is a quarter-inch longer, 3.25 inches. The compression ratio is 10.5-to-1, which is quite a jump from the 283's 8.5-to-1, and naturally means that premium fuel is mandatory. The new head is made of high chrome cast alloy, as opposed to the standard's cast iron. Other significant changes include a four-barrel carburetor, wilder cam, valve springs, dual exhausts, thermostat, distributor and plugs. Standard cooling fan for the 327 will be the slightly larger five-blade fan which is included on the regular V-8 with the air-conditioning option. A heavy-duty battery with 66 plates will also be standard equipment.

The 327 will be available in two forms. The first option will be equipped with a single four-barrel carburetor. This Carter unit will have the same barrel diameter, 1.4375 inch, as does the two-barrel Rochester on the standard 283. It will be rated at 250 hp at 4400 rpm, with torque of 350 lbs.-ft. at 2800 rpm.

A more powerful version will be available with a bigger four-barrel Carter. This carburetor has a primary diameter of 1.5625 inch and a secondary diameter of 1.6875 inch. This version will produce 300 hp at 5,000 rpm and torque of 360 lbs.-ft. at 3200 rpm.

The 327 will be teamed with the three-speed manual and the Powerglide, as are the regular-fuel engines, but not with the overdrive unit as a regular production option. Instead, the performance engines have as a third choice the floor-mounted four-speed manual transmission.

Regardless of the natural interest in Chevrolet's new mid-range performance V-8, there will undoubtedly be more attention lavished on the 409-cubic-inch V-8 that was introduced early this year. The 409 turned in some remarkable records at the drag strips, and enthusiasm for the powerplant became quite pronounced almost immediately. But, literally speaking, Chevrolet made only a handful of the engines, and they were quickly withdrawn from the market without a specific reason.

There may have been several reasons for holding the 409 back until this year, but block problems were probably a major deciding factor. Like the 327, the 409 is essentially a bore-and-stroke job, but this engine is based on the 348. Actually, the 348 has not been dropped but is simply offered in another form.

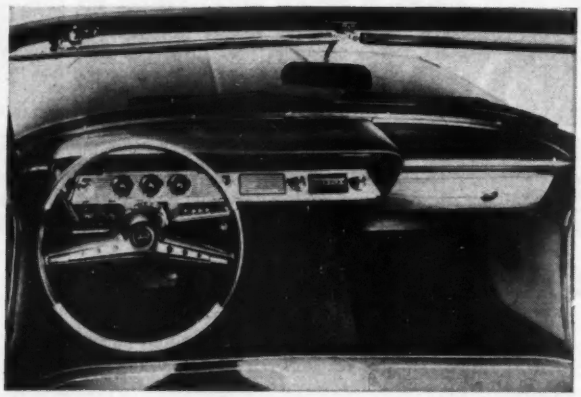
The block difficulties that were encountered last year were mainly that the core was not thick enough to accommodate every bore job to convert the engine to 409 cubic inches. Each block had to be hand-picked to make certain that the water jacket walls were not too thin to be safe. This may mean that there were not enough 348 blocks that were up to standard — or simply that it was too expensive an operation. Since the 348-cubic-inch version has been dropped, it is reasonable to assume that some changes have been made in the casting procedure and all the blocks are now manufactured to conform to the 409 standards.

However, there have also been several changes which make the current 409 a considerably different engine from those which appeared last year.

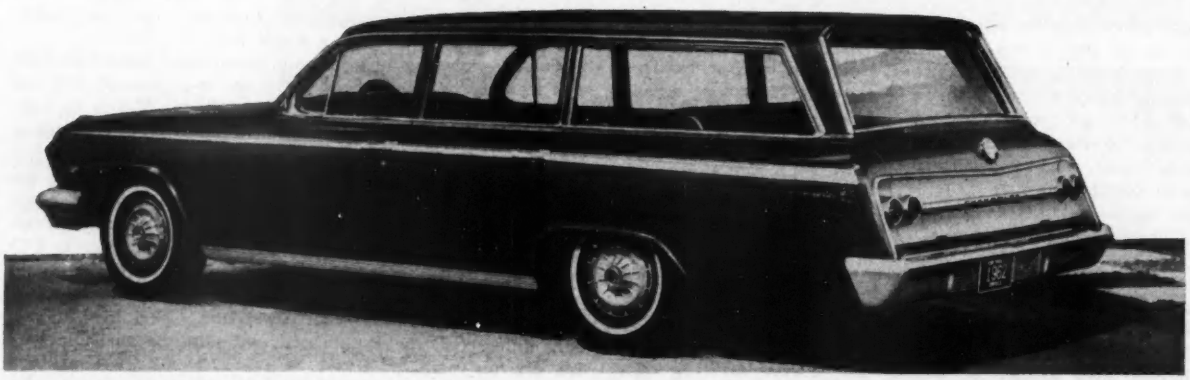
First of all, the head is different, with high chrome cast alloy replacing cast iron as the material. The compression ratio has been reduced from 11.25 to 11-to-1. Pistons are also made differently. Now they are impact-extruded instead of cast aluminum. The shape is half-slant, half-flat-roof, with a slipper skirt and tin plating. Other significant changes are slightly heavier main bearings and larger intake valves.

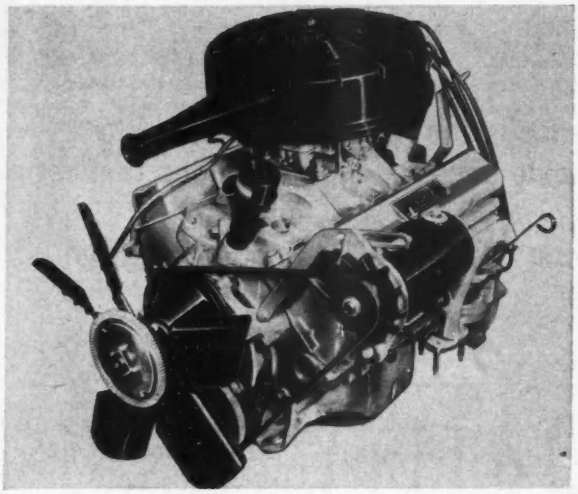
The four-barrel carburetor option from last year is back, but the primary barrel diameter is up from 1.56 inch to 1.625. The secondary barrel diameter remains at 1.6875 inch. In this form the engine will turn out 380 hp at 5800 rpm and torque of 420 lbs.-ft. at 3200 rpm.

One 409 option that will undoubtedly be of great interest to the out-and-out performance enthusiast is the dual four-barrel-carburetor layout. The horsepower will match the dis-



Chevrolet instrument panel has been revised, with the glove compartment being relocated. Station wagon series lineup has been substituted with new names.





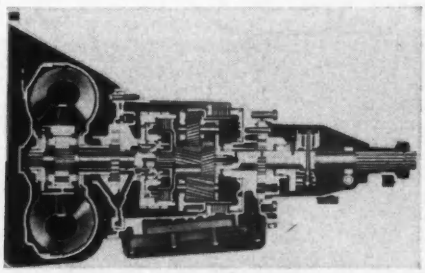
New 327-cubic-inch V-8 will be Chevrolet's medium-powered performance option. Available in several forms, it will be the standard powerplant for the Corvette.

placement, 409 at 6,000 rpm, while torque is a respectable 420 lbs.-ft. at 4,000 rpm.

The only transmissions available with the 409 will be the three-speed and four-speed manual. Axle ratio selection is excellent, and 3.08, 3.36, 4.11 and 4.56 are offered as regular production options.

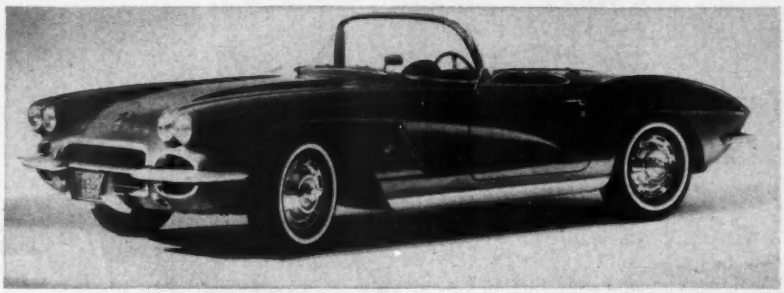
One familiar option to Chevrolet enthusiasts is not available this year. This is the triple, two-barrel-carburetor layout which was formerly a performance standby for the 348-cubic-inch powerplant.

This year Chevrolet will have four transmissions instead of the five offered last year. Turboglide has been dropped, and a re-engineered Powerglide is the only automatic that Chevrolet has. This unit has a torque converter with planetary gears and has been extensively changed. Actually, few, if any, of the performance specifications are different and most of the changes involve the use of aluminum. In this development, the standard-size Chevrolet picked up an advantage from its new stablemate, the Chevy II. Undoubtedly, the redesigning meant that many aluminum parts developed for the Chevy II could be adapted. This year's Powerglide is 85 pounds lighter, and this should mean a slight difference in both performance and economy, since recent engineering studies have shown that weight is one of the worst enemies of efficiency in modern cars. /MT



Gone from the Chevrolet option list is the Turboglide automatic, and in its place is a re-engineered Powerglide.

'62 CORVETTE



VISUALLY, the 1962 Corvette is virtually identical to its 1961 version. The most apparent changes in the body style consist of a new body side cove treatment and different radiator grille and emblems.

But there is important news for the Corvette enthusiast under the hood. This year Chevrolet's sports car has an all-new engine. Displacement is increased to 327 cubic inches from last year's 283, and the performance ratings are proportionally higher.

Actually, Corvette is doing exactly as the conventional Chevrolet line, except that the 283 is being dropped instead of the 348. It makes sense from a cost standpoint, since the Corvette's standard powerplant and one performance option are identical to Chevrolet's mid-range V-8's.

The standard V-8 will be a 250-hp version, with a four-barrel carburetor and hydraulic valve lifters. Like the standard Chevrolet, Corvette will also offer a slightly more powerful version with a larger four-barrel carburetor. This engine will also have hydraulic lifters and will produce 300 hp.

For the performance enthusiast, Corvette will offer two special versions of the 327 that will be considerably more potent than anything the line had available last year. Both have the compression ratio increased to 11.25-to-1.

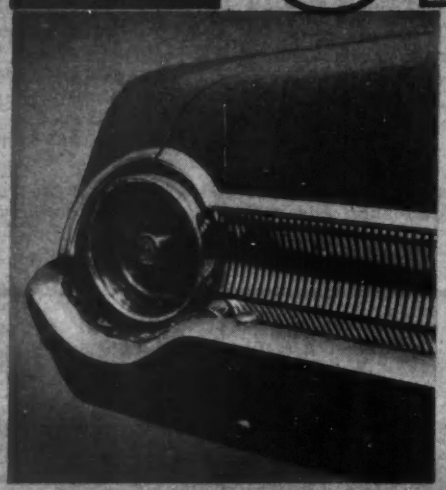
The first of these powerplants is basically the same as the 327 with the larger carburetor but with a wilder cam. This engine will turn out 340 hp. Back again is the fuel-injection option, but this year it is offered only with the special cam. With fuel injection the Corvette will be rated at 360 hp. Both of Corvette's top-performance engines will have mechanical lifters.

All Corvette engines will be available with either a three-speed or a four-speed manual-shift transmission. The two milder versions can be teamed optionally with a re-engineered version of the Powerglide. Through extensive use of aluminum, this transmission is now approximately 85 pounds lighter.

The Corvette two-seat cockpit will be available in four upholstery colors this year. Exterior colors are solid and only seven are available: black, light beige, red, white, silver, maroon and medium beige. /MT

FORD

Performance is the word in the 1962 Galaxie line–six engine options that range from top economy to screaming speed, plus several new tricks in functional design



THE STANDARD LINE of full-size 1962 Ford cars is, in several respects, quite different from what it was last year and in the years before that. Among the changes that have been made, none is more significant than the fact that the standard Ford now consists of a smaller group of series and special types.

For 1962, the line is made up of just two series of cars, the Galaxie 100 and the Galaxie 500. In comparison with previous model years, when there were at least three major series, often supplemented by one or more special types, this is a big change by a car like Ford.

The reason, of course, is obvious. The Falcon and the Fairlane and the Thunderbird, although still Fords, have been split off into almost separate makes or types of cars. So Ford is now a group of rather different cars and it probably is more correct to refer to the full-size car as the Galaxie, rather than just plain Ford.

Despite this shrinking in the number of available series, however, the Ford — or Galaxie — still comes in many, many different forms. Mostly this is achieved through an extraordinary array of factory and dealer options. There are, for instance, no less than six engines, which cover a range of good economy and mild performance to high performers that promise sizzling accelerating ability.

Nor has the Galaxie been neglected in the matter of detail design and engineering improvements. There are several worth noting for their definite advantages.

Since there are now two cheaper Fords, the Falcon and the Fairlane, the Galaxie can be considered more of a luxury type of car in its class, although it still is available in stripped form, as, say, a Galaxie 100 two-door sedan with a six-cylinder engine and manual transmission. But in this way it will be competing directly with the deluxe Fairlanes and Falcons.

The total Galaxie line consists of the 100 series of two- and four-door sedans and the 500 series with the same sedans plus two- and four-door hardtops and a convertible, along with the station wagon group. The wagons are all four-doors in six- and nine-passenger layouts. Dropped this year are the two-door hardtop Starliner and the two-door wagons.

There is virtually no change in the overall size of the Galaxie line from last year's car. The length is 209 inches; width, 79; height, 55; all on a wheelbase of 119 inches.

The engines for 1962, at least those announced initially, are the same that were available in the 1961 models at the end of the year. They are the 223-cubic-inch Six, rated at 135 hp; 292-cubic-inch V-8, 175 hp; 352-cubic-inch V-8, 220 hp; and the 390-cubic-inch V-8 with four different horsepower ratings: 300, 330, 375 and 401. The Six uses a single-barrel carburetor; the 175 and 220 V-8's, a two-barrel; and all the rest have four-barrels, except the 401-hp job, which uses a triple two-barrel setup.

The transmission options are equally varied and involved. All engines are available with a three-speed manual box, of course, with overdrive as an extra if wanted. The Six and the two lower-horsepower V-8's are available with the two-forward-speeds Fordomatic. The Cruiseomatic, which has three forward speeds, can be had on the V-8's of 175, 220, 300 and 330 hp.

There is one further transmission option of interest to many enthusiasts. This is the new Ford four-speed manual gearbox, with a floor-mounted lever, that was announced late at the end of the 1961 model year, but in effect is a new feature for 1962. This four-speed is available on the four highest-powered V-8's only. Its ratios are: low, 2.36; second, 1.78; third, 1.41; and fourth, 1.00; with 2.42 in reverse.

There are no rear axle ratios announced as regular production

The round taillights that have become a Ford trademark are found on the new Galaxie and Galaxie 500, blending with the clean lines of the latest rear deck treatment.

Some of the details of Ford's styling for 1962 are seen in close-up photos on the opposite page. The circular lenses for the taillights are mounted in semi-floating bezels, while the edge of the bumper is indented to show the full, round shape. The new grille is dominated by a horizontal theme, relieved by slender, vertical strips.

Ford emphasizes a conservative look in the 1962 Galaxie with a new grille, lower roof line and bold but simple trim. Sculptured effects and fins have been eliminated.

Lowest-priced of the big Fords for 1962 is the Galaxie two-door sedan. Top series is now the Galaxie 500.

Rear trim differences between the Galaxie the Galaxie 500 are shown here. Note the costlier version's rear deck applique and "500" numeral embossed on the gas filler panel.

options, although these may be found available in the limited production list later in the model year. Initially, each engine-transmission has a specific ratio in the Galaxie line. The three-speed manual is coupled with 3.56 rear axle ratio in every engine, Fordomatic has a 3.56 with the Six and 3.00 with the two V-8's, Cruiseomatic has one ratio combination of 3.00. Axle ratio with the four-speed manual has not yet been reported by Ford.

The Galaxie shares with other Fords the trend toward less maintenance. Recommended interval for chassis lubrication is again 30,000 miles, but the oil-change has been upped to 6,000 miles. There is a radiator coolant, good for as low as 30° below zero and no change required for two years.

The three-speed manual transmission has a new clutch interlock which is intended to reduce or eliminate chipping of the gear teeth by preventing letting out the clutch unless low or reverse gears are fully engaged. The lever cannot be put into those two gears until the clutch pedal is completely depressed.

The problem of muffler life has been partially resolved by aluminizing all single mufflers, while dual mufflers are aluminized steel. Ford predicts the service period of duals will now be equal to that of singles.

There are a number of minor features on the 1962 Galaxie which are interesting and sometimes may be classed as innovations in the industry.

Accessory lights for the trunk may become a thing of the past. The Galaxies have the luggage compartment illuminated by an arrangement which uses part of the glow of the taillight. There is a new two-speed electric windshield wiper, as an option. On the electric window lifts, a fifth "lockout" button has been added to the driver's control panel. All Fords, as is now standard in the U.S. auto industry, have attachment points for seat belts as standard. Load-leveling shock absorbers are an option for individuals who may carry heavier-than-normal loads. There is a remote-control trunk lid release. And a unique optional item, listed last year but never seen, is the vacuum-operated litter disposal. According to the description, this disposal consists of a jar hidden under the instrument panel. Into it goes all your rubbish. And then "swish"!

There are other refinements hidden in the Ford, as a result of the endless quest for smoother riding, quieter operation, greater durability, less vibration. But these are now considered routine improvements that are expected annually.

What the 1962 Galaxie amounts to is an improved version of the 1961 Ford. It is a car of large size and big power, fitted out with all the accouterments of "low-priced" luxury. It represents a test by Ford of the tastes of the car-buying public. If the Galaxie goes well, then the car of this type will survive in volume — if not, well then the Fairlane is the answer and the Ford of the future.

The verdict will be in by early in the year of calendar 1962. So the Galaxie has three or four months in which to prove itself. If it fails, this may be its last year as the standard Ford, and then it will retire to the status of a special type. /MT

THE THUNDERBIRD TWO-SEATER RETURNS! THE SPORTS ROADSTER IS A NEW BODY TYPE AVAILABLE IN THE THUNDERBIRD LINE FOR 1962.

Thunderbird

TWO NEW SPORTS STYLES, the roadster and landau, are featured in the Thunderbird line for 1962. Customized from the regular convertible and hardtop, respectively, they are distinctive body types that may herald a new industry trend in specialty cars.

Like the very first Thunderbird of seven years ago, the new roadster is designed to seat two passengers. Among its special features are head rests and wire wheels.

Essentially, it is a modification of the standard Thunderbird convertible. The head rests are built into a tonneau cover that fits over the normal rear seat area and extends the deck line forward to the front seats. To emphasize the special wheels, the car has been styled without the usual fender skirts.

The original Thunderbird two-seater was only 175 inches long and was regarded as a potential competitor in the sports car field against the Chevrolet Corvette. The new roadster, however, measures the same 205 inches in length as other 1962 Thunderbirds and is intended strictly as a luxury vehicle.

The landau is a somewhat simpler variation of an existing body type. It is basically a Thunderbird hardtop with a fabric-covered roof and special, S-shaped trim on the roof quarters to simulate landau irons.

Added to the convertible and hardtop, the roadster and landau increase Thunderbird body choices to four styles.

Mechanically, the 1962 Thunderbird has very few changes. The most significant innovations are in quality control and these are quite minor. Some of the special assembly techniques developed for the Lincoln Continental are being applied to the Thunderbird.

The engine is the same 390-cubic-inch V-8 introduced last year. It has a four-barrel carburetor and a 9.6-to-1 compression ratio, providing an output of 300 hp at 4600 rpm and 427 lbs.-ft. of torque at 2800 rpm. An optional, higher-powered engine, especially appropriate for the new roadster, is said to be in the works but no details had been released as this issue of MOTOR TREND went to press.

This year's increased emphasis on quality is shown in manufacturing methods. Engine valves are chosen on the basis of a select fit, for example, and brake drums are being machined to closer tolerances for greater operating smoothness and reliability.

Other advances are found in the area of maintenance. Like other Ford products, the Thunderbird has a recommended interval of 30,000 miles for lubrication, fuel filter change and radiator coolant drain. And the use of a new oil filter, adapted from the Continental, allows the factory to claim 6,000 miles between oil changes.

But the major focus is on the new body styles. Because of their significance, the roadster and landau will be the subjects of a special report in next month's issue. /MT

Restyled features of 1962 Thunderbird include the grille texture, ornaments on rear quarters and taillight lenses.

Chevrolet's new heir sits in the middle of the road in size and concept

CHEVY II

WHILE MUCH of the prognosticating about Chevrolet's new "senior" compact was absolutely accurate when the all-new Chevy II was unveiled, Chevrolet still has a few surprises up its sleeve. The four-cylinder engine, single-leaf rear spring, and unit construction were correctly anticipated. But the size, completeness of the line and options, its exclusive body shell and even the all-new six-cylinder engine were all somewhat unexpected in most quarters.

Even the correct name escaped most experts, with those who were doing the best guessing calling the new line the Nova. This was partly right, since the top of the Chevy II line will bear the series designation, Nova.

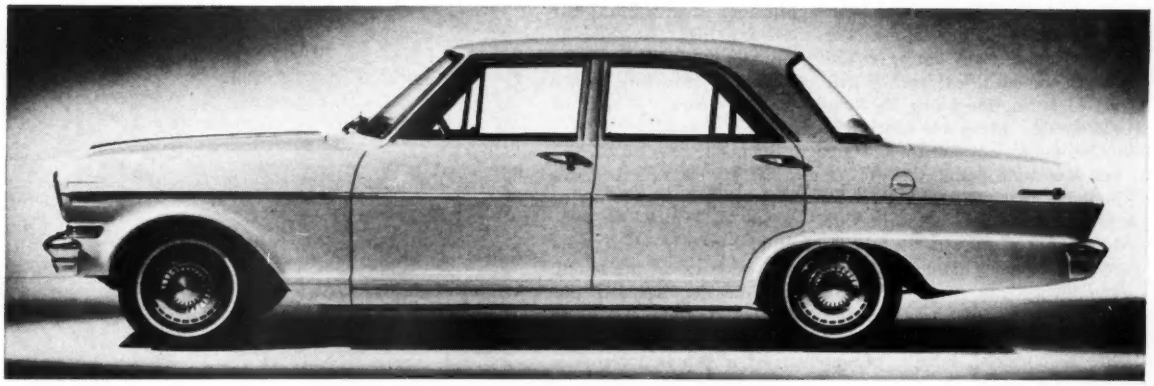
Size is another area where many persons went wrong in their predictions, with the natural assumption that the Chevy II would be slightly larger than most compacts. Instead, the Chevy II sedans are 183 inches long, only three inches longer than a Corvair, and have a 110-inch wheelbase. They are 70.8 inches wide and 55 inches high. These external dimensions place the car more correctly in the general compact class and not in a "senior" compact classification. However, the interior measurements are excellent and show horse sense by the engineers in translating outside dimensions to usable passenger space.

Although the mechanical and engineering layout of the Chevy II is conventional, the suspension is of more than merely passing interest. Up front the wheels are independently sprung, with the well-known coil spring setup. The rear suspension is a Hotchkiss-drive type, with a rear axle design incorporating a semi-floating, hypoid, overhung pinion using an independent differential carrier and stamped housing, that is basically the same as is used on most domestic passenger cars.

But the rear springs are a new concept in springing for U.S.-made cars — one that has long been discussed and desired for passenger cars, yet due to manufacturing difficulties could never be practically or economically applied.

Basically, the rear suspension consists of a single-leaf spring at each rear wheel, diagonally mounted shock absorbers, compression-type rear shackles and a unique axle mounting system. The single-leaf spring replaces the multi-leaf, semi-elliptical units which have been standard in one form or another since the horse-and-buggy days. And the single-leaf spring may just as efficiently replace the multi-leaf arrangement, as the internal combustion engine did the horse.

Technically speaking, and reducing suspension engineering to fundamentals, the main function of any rear spring is to cushion the body, transmit or absorb accelerating and braking forces and maintain the position of the rear axle. A single-leaf

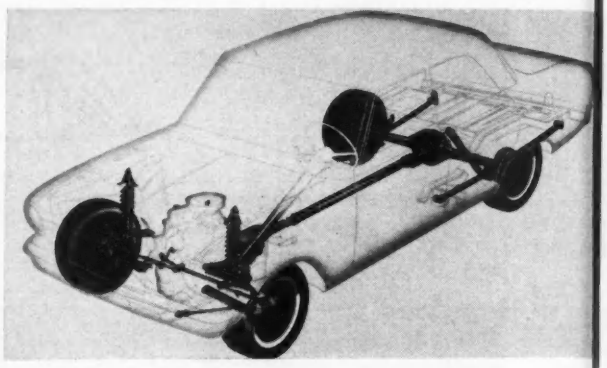


CHEVY II'S BODY STYLES INCLUDE NOT ONLY THE FOUR-DOOR SEDAN AND CONVERTIBLE BUT TWO-DOOR AND STATION WAGON MODELS.

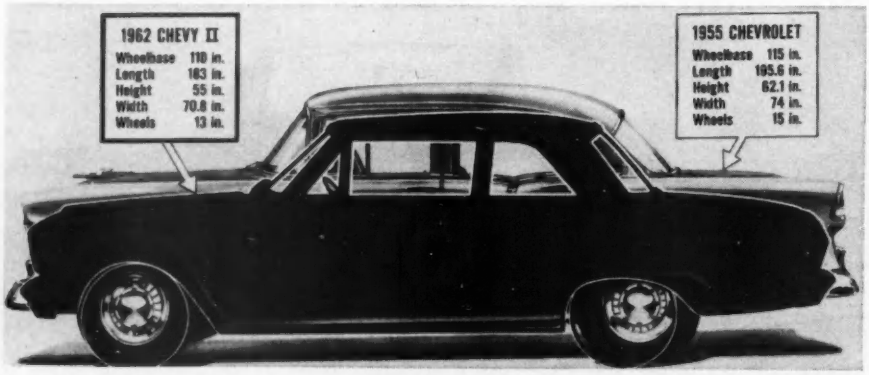
Two-door hardtops will be available in two series. Announced but not introduced as yet is a two-door sports coupe, the Nova 400.

spring can do this better in most applications than a multi-leaf spring, for several reasons. The most important of these is that the single-leaf spring is uniformly stressed over its entire length. A multi-leaf spring will offer varied resistance, hence varied springing, along its length, mainly where the ends of the shorter spring are attached to the main spring.

No matter how well it is designed — and the ones on current cars are well designed — any multi-leaf spring suffers disadvantages that are the natural results of tying together two or more individual leaf springs to operate as a unit. Probably the worst offender is the inter-leaf friction which often shows itself as ride harshness and becomes more acute as the spring and liners deteriorate with constant use and age. Secondly, due to the stress concentration effects at the axle mounting and the ends of the short leaves, durability is affected and the spring's life is shortened. Finally, the moment of inertia is not continuously variable, causing inefficient use of the spring itself. Actually, the use of successively shorter leaves, as is the ordinary practice on all modern leaf-spring arrangements, is a compromise to obtain this varying quality. This, of course, is the major cause of the first two faults.



X-ray view of Chevy II's power train and running gear shows some of its mechanical innovations. In the rear the single-leaf rear spring in an engineering first for domestic automobiles.



Conventional in its overall design, the Chevy II compares well with a 1955 Chevrolet sedan. Exterior measurements smaller, but interiors similar.

The Chevy II's single-leaf rear spring eliminates all these undesirable characteristics. The spring itself is five feet long and is made of chrome carbon steel from rectangular bar stock which must be rolled and worked in a special process to produce an unusual configuration. Width and thickness vary almost continuously over the spring's length. Seen from the top, the spring is narrow in the center and wider at either end. Viewed from the side, it is thicker in the middle and narrow at the extreme outside. This continuously varying cross-sectional area is the only way a spring can be produced that will have all the qualities of a multi-leaf spring with few of the evils.

Since there is far less material used, and no assembly problem, the single-leaf spring can be produced far cheaper in mass production than any multi-leaf spring. This fact alone is reason enough to expect the single-leaf spring to begin to appear on more American-made cars. But one other factor will be a strong argument for the future of the single-leaf spring. It weighs as little as one-fifth the weight of a comparable multi-leaf arrangement. Weight is the worst enemy of both economy and performance, and switching to lighter-weight rear springs will make an appreciable difference in the way a car performs.

From the way that the Chevy II's rear spring is formed, anyone who has even a general knowledge of making such a form on a production basis can appreciate that manufacturing costs have kept the single-leaf spring out of the design of modern cars, although engineers have been fully aware of its potential and advantages for years. Only recently have methods been developed by which the spring could be made of consistent quality and economical costs. One other point of the manufacturing process is worthy of consideration. To increase its life expectancy, the spring is shot-peened under tension on the upper surface. This is not new, nor unusual, but it should increase durability many times over what ordinarily could be expected.

One major aspect of the Chevy II's single-leaf rear spring is the method in which it is attached to the rear axle housing. The spring's center portion is "sandwiched" in two heavy rubber pads isolating the spring from the axle. In fact, these pads and the large rubber bushings at each end surround the spring at the points where it is attached to the car and suspend it completely in rubber. Since there are no metal-to-metal contacts, this is an effective insulation from normal vibrations.

Another important consideration of the single-leaf spring system is that there are no holes drilled in it, such as are invariably found in multi-leaf springs. With holes in it, any spring will naturally have a sharp drop in stress at the axle, and be weakened.

Spring eyes are of large diameter and are designed so that the eye center is in line with the leaf rather than offset, as is the general practice on many springs. This design means that longitudinal and lateral forces imposed on the eye are more directly transmitted to the leaf proper, resulting in a smoother reaction. The spring's front eye is mounted by large rubber-bushed pin joints connected to a rigid welded-in hanger. Fore-and-aft movement of the spring is taken up by a compression shackle at the rear of each spring. Here, large rubber bushings are also used in the pin joints of the shackle.

The Chevy II will be powered by two in-line engines, which are plainly designed more for economy than performance. The standard powerplant is an ohv Four displacing 153 cubic inches. This is the first four-cylinder engine that Chevrolet has offered in its passenger cars since 1928. Bore and stroke are 3.88 x 3.25 inches, compression ratio 8.5-to-1 and with a single-barrel carburetor the engine produces 90 hp.

Like the Four, the optional ohv Six is an all-new design, developed especially for the Chevy II. The engineering, however, is based directly on the Four's fundamental design. It is smaller in physical size, displacement and performance rating than the Six that has been standard in the conventional-sized Chevrolet for many years. With a bore and stroke of 3.563 x 3.25 inches, the nex Six displaces 194 cubic inches. Compression ratio is 8.5-to-1, and with a single-barrel carburetor it produces 120 hp.

Coupled to the new engines will be one of two transmissions. Standard unit will be a column-mounted, manually shifted, three-speed transmission with gearings of 2.94, low; 1.68, second; 1.00, high; and 3.33, reverse. Second and high gears are fully synchromeshed.

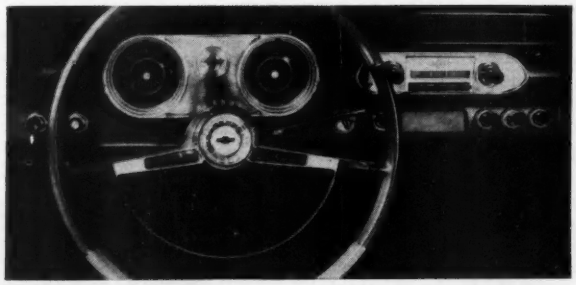
The optional automatic transmission will be a lightweight version of Chevrolet's well-known Powerglide. It has a ratio of 1.82 for low and reverse, and 1-to-1 for drive. Maximum ratio at stall is 2.7, and maximum overall ratio is 4.55. One of the major differences between this and the standard-size Powerglide unit is that the Chevy II's transmission is air cooled, as opposed to the conventional Chevrolet's water-cooled system. Cooling is accomplished by a series of louvers in the front housing.

If the major engineering components of the Chevy II are not evidence enough by themselves that Chevrolet is slanting the car toward economy in fuel consumption, the final axle ratios should be the concluding proof. This is especially true of the four-cylinder sedans and coupes with the manual transmission and the six-cylinder automatic transmissions, which will be driven through a 3.08 final gearset. Station wagons and four-cylinder sedans will be teamed with a 3.36 ratio, with the four-cylinder wagon having a 3.55 rear axle as standard.

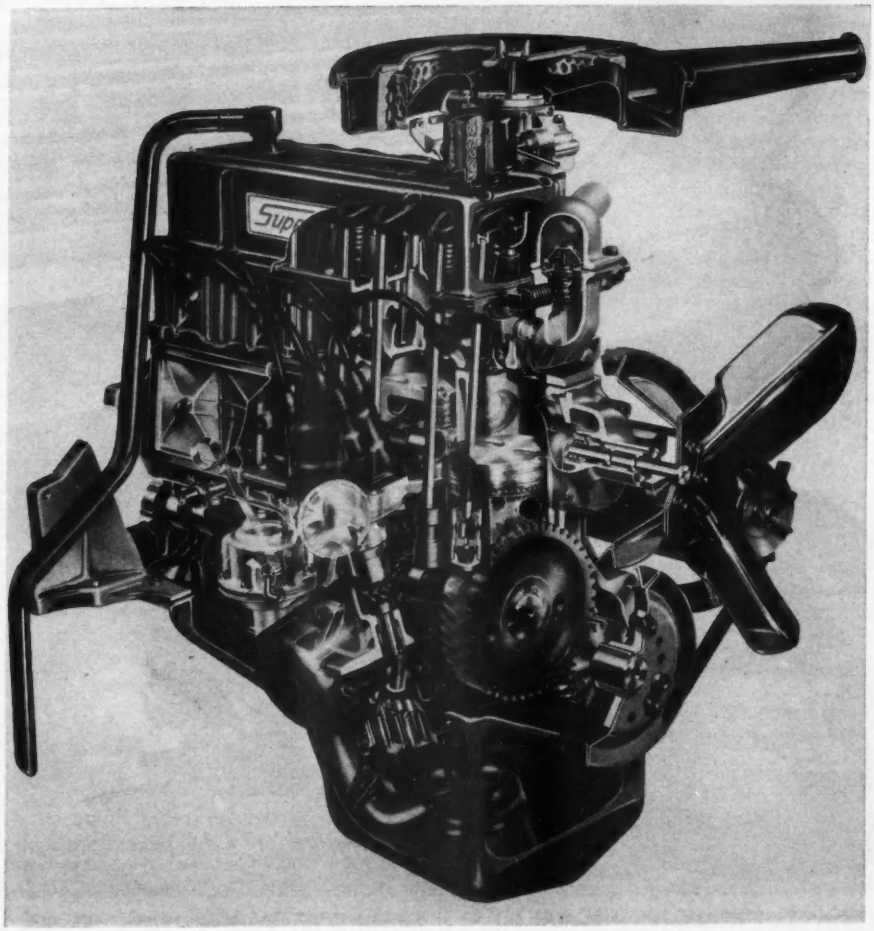
From one standpoint, the body structure of the Chevy II was a surprise to many people. Outside of Corvette, it is the only GM car which does not have a body shell that is in some way shared with another line or make.

The body structure is unitized, with the frame being an integral part of the body shell. But in the Chevy II's case, it is built in two basic sub-structures, the body proper and a separate front end which is also largely unit-construction. The two components are rigidly bolted together. From the cowl forward, the body structure consists of variously shaped sheet metal parts welded and bolted together to form shapes strong enough to support the high-mounted independent coil springs of the front suspension, the engine and the rear-mounted steering system. Actually, in the event of an accident or major overhaul, this has a distinct advantage. The front end can be removed quickly and economically, giving excellent access to all the front-end sheet metal and mechanical components.

Unlike many of the new lines introduced in the past few years, the Chevy II is being initiated with a full line of body styles and a wide selection of accessories. There are available nine different body styles, which are divided into three series designations. The standard series will be called the 100, and will offer two- and four-door sedans, and a two-seat station wagon. The deluxe series, called the 300, will contain two- and four-door sedans and a three-seat station wagon. The top series of the line, the Nova 400, will be offered as a two-seat station wagon, a two-door sport coupe and a convertible. /MT



Simplicity and practical purpose are the major factors in the design of the Chevy II's interior. Materials are attractive but have been selected for durability and low cost.



Chevy II's standard powerplant is this four-cylinder engine shown here in a cutaway view. This is first Four offered by Chevrolet since 1928. Optional is all-new Six.

FORD fairlane

From its name to its design, this all-new package is an obvious member of the Dearborn family

Familiar features are a highlight of Fairlane styling. This "500" four-door sedan has side trim, taillights and fins from earlier Fords.

DESPITE ALL the advance rumors, speculation and assorted talk, Ford's secret weapon for 1962 is not a smaller small or miniature car of radically new design. It is, instead, a perfectly conventional car a little smaller than big or a little bigger than small — a car that it might very well have turned out, say, eight or ten years ago.

The car is the Fairlane, the same name used on a series of the standard Fords until last year. It should be pointed out very clearly, however, that the 1962 Fairlane is a totally different car from the 1961 Fairlane — at least, as different as special Fords normally can be distinguished from each other.

The Fairlane is, in many dimensional respects, very much the same package as the 1952-'54 Fords. The Fairlane is 197 inches long overall (the 1952 Ford was 197.8 inches), the Fairlane is 71 inches wide (the 1952 Ford was 73.9 inches), the Fairlane is 55.5 inches high (the 1952 Ford was 62.3) which is the major overall size change. The wheelbase of the 1962 Fairlane is 115.5 inches; in 1952 the standard Ford was 115 inches.

To point up similarities any further, however, would be stretching the facts. For instance, the 1962 Fairlane V-8 engine has a displacement of 221 cubic inches, only six cubic inches more than the 215-cubic-inch six-cylinder of 1952. But these two engines obviously differ greatly. The new Fairlane has another Six as a basic engine, but it is the 170-cubic-inch Six borrowed from the Falcon line.

The 1962 Fairlane will occupy a position in price and in size between the 1962 Galaxies above and the 1962 Falcons below. As this is written, the factory list prices for the car have not been announced. It will be interesting, however, to see how they will compare with the 1952-'54 Ford price levels — a standard six-cylinder Ford with manual transmission and the normal basic extras was pegged just over the $2,000 mark nine years ago.

The new car is not a carbon copy of the early Ford, even though the dimensions are close. It is, to begin with, a car with a unit body, a major advance Ford has made in the past ten years. The unit body comes in two types, a two-door and a four-door. There are two series, Fairlane 100 and the Fairlane 500.

The engine selection consists of the 170-cubic-inch six-cylinder, rated at 101 hp, with a single-barrel carburetor, and the 221-cubic-inch overhead-valve V-8, rated at 143 hp, using a two-barrel. Compression ratio on the Six is 8.7 and on the V-8 8.5, which makes the recommended fuel regular grade.

The V-8 engine is cast iron and of conventional layout. It employs a hydraulic constant-lash valve train, plus automatic choke and (where required) the closed crankcase breather system. The crankshaft is supported by five main bearings.

In all its 1962 engines, Ford has engineered a new rear engine mount that is intended to reduce vibration and sound transmission to the passenger compartment. This feature, of course, is part of the new small V-8. The Fairlane V-8 also shares in the new 6,000-mile oil change recommendation.

Cylinder heads are cast iron, with the common wedge-shaped combustion chamber. Valve lifters are the hydraulic type. Pistons are of aluminum alloy, with steel inserts. The front of the engine is covered with a die-cast aluminum plate. A large air cleaner covers the carburetor and protects it from too much dirt, while muffling the noise. The filter element of the paper type needs to be changed only once in every 30,000 miles under normal conditions.

The Fairlane has a 16-gallon gasoline tank, which includes a self-cleaning fuel filter that not only screens out dirt and impurities, but also prevents water from entering the fuel line. The fuel pump is so located in front of the engine that the air flow from the fan helps keep it cool and reduces possibility of vapor lock. The fuel filter is a disposable paper type, good for 12,000 miles.

Engine cooling with a new fluid that can be kept in the system for a recommended 30,000 miles, is a feature shared with other Ford line engines for 1962. It's all part of the reduced-maintenance trend.

Transmissions in the 1962 Fairlane again are remarkably like the 1952-'54 Ford offerings. There is, in fact, scarcely any difference in the choice, although the engineering, of course, is considerably improved. In 1952, for instance, the standard transmission was the three-speed manual, with Fordomatic or overdrive as an option. For 1962, the standard transmission is the three-speed manual, with Fordomatic or overdrive as an option. There is, in 1962, some differences in how the options can be exercised.

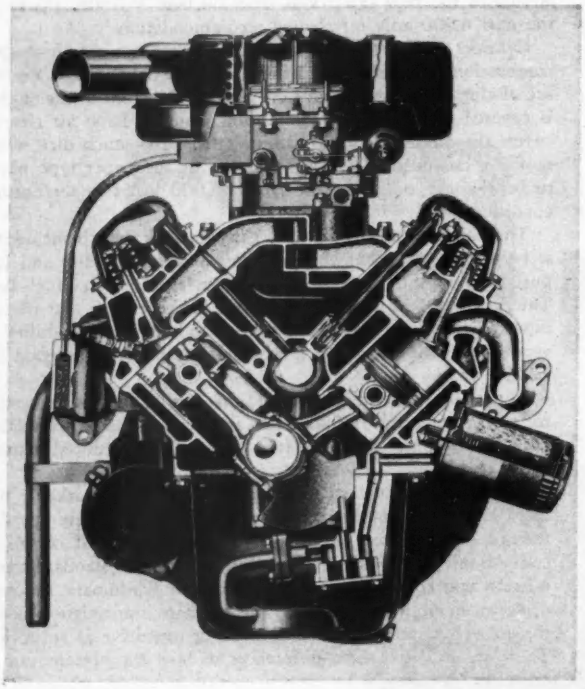
The manual box is standard on both the Fairlane Six and V-8, but it is available with overdrive only with the V-8 engine. The Fordomatic is optional with either the Six or V-8 and it, of course, is the familiar unit with two forward speeds.

The Fairlane is unique in the 1962 Ford lines, however, in that it is the only car that has rear axle options in the regular production list. Other Fords have no choices in this respect — the selection of an engine-transmission combination resulting in a pre-determined rear axle ratio, unless a buyer wants to go into limited-production or heavy-duty fleet equipment.

The standard ratio with the six-cylinder engine is 3.50 with the manual transmission and 3.20 optional. With the same engine and the Fordomatic, these ratios are simply reversed, 3.20 standard and 3.50 optional. On the V-8, the standard ratio with the manual box is 3.25 and 3.50 optional, with Fordomatic 3.00 standard and 3.25 optional. Overdrive has a single rear axle ratio of 3.50.

The Fairlane's manual transmission, again like the other Ford lines, has an interlock device which requires the clutch pedal to be fully depressed in low or reverse to function. Unless the

THE SQUARED-OFF ROOF AND CANTED TAIL FINS OF THE NEW FAIRLANE TELL EVERY DEARBORN ENTHUSIAST THAT "IT'S A F-O-O-O-RD!"



The 143-hp, 221-cubic-inch Fairlane V-8 is a completely new powerplant. The block is cast iron but embodies the light-weight foundry techniques used for the Falcon Six.

A comparison of the photo at right with the one of the '500" sedan on page 50 shows how this, the lower-priced Fairlane, lacks the costlier version's fancy deck trim.

Simplicity without austerity marks the interior styling of the Fairlane. The instruments are in three circular housings, shrouded to cut down reflections in the glass.

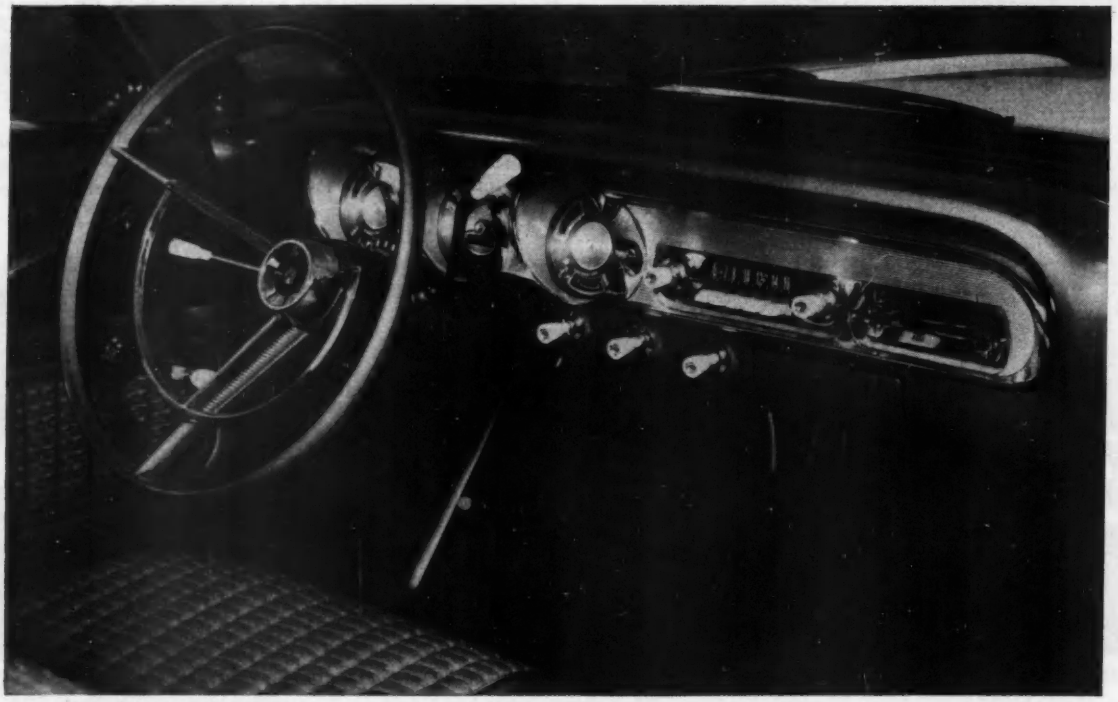
gear is completely disengaged, nothing happens — the idea being to reduce wear on the gears and promote quieter shifting.

The Ford chassis has the new 30,000-mile lubrication system, through the use of improved grease seals and finer adjustments of front-wheel bearings. Brakes are the self-adjusting type which Ford has featured previously.

Original-equipment tires on the Fairlanes are still the four-ply type, but there are some options in sizes. White sidewalls are available in either 6.50 or 7.00 with either 13-inch or 14-inch wheels. Black tires come only in the 7.00 size on 14-inch wheels.

The range of deluxe optional equipment and accessories on the Fairlane is wider than that offered on the cheaper Falcon line, which is an interesting up-grading of the car. Most notable is the availability of power steering and power brakes, either as factory or dealer-installed options. These two items are extremely popular with many drivers, and their absence on the lower-priced compacts has been a source of complaints.

Other options that can be mentioned include: 30-amp generator, tinted glass, two-speed electric windshield wipers with 16-inch blades (single-speed, 15-inch blades are standard), seat belts for attaching to brackets now standard equipment, full

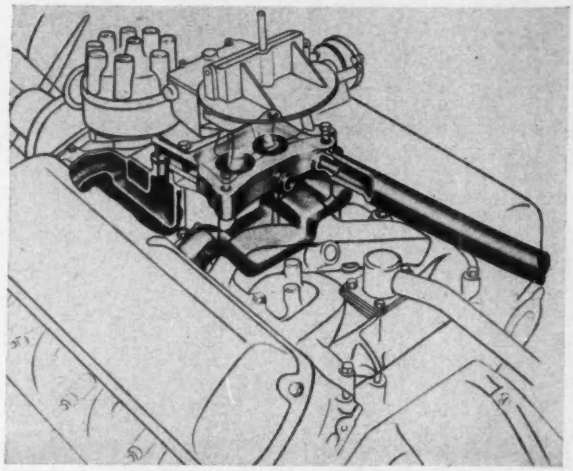


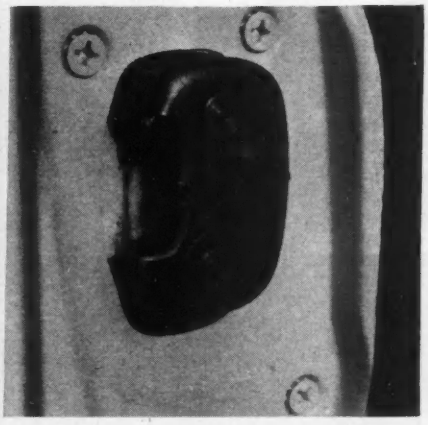
wheel covers, 55-amp heavy-duty battery and so on. It is obvious that the Fairlane 100 or 500 can be had as a luxury car, with few concessions in convenience to the higher-priced Galaxie line.

Since the overall size of the Fairlane for 1962 is so close to the dimensions of the standard Fords of eight to ten years ago, it is interesting to compare some of the interior dimensions to see whether or not ten years of engineering and design progress have improved the passenger compartment layout.

In the 1952 Ford, front legroom was 42.8 inches, rear legroom 41.5 inches. The 1962 Fairlane's corresponding measurements are front 44 inches and rear 43.6. Shoulder room in 1952 in front was 55.2 inches, in the rear 54.7. The 1962 Fairlane specs here are 56.8 front, and 57 inches rear. In 1952 the front hip-room was 58.9, rear hip room the same. For 1962, this is virtually identical, 58.6 inches of hip room both front and rear.

The increases in interior room with exterior size approximately the same as ten years ago, and slightly less in the width dimension, will be noticeable perhaps and reflect some credit on the car designers. With all the research and engineering that goes into such design, however, the improvements are undramatic.





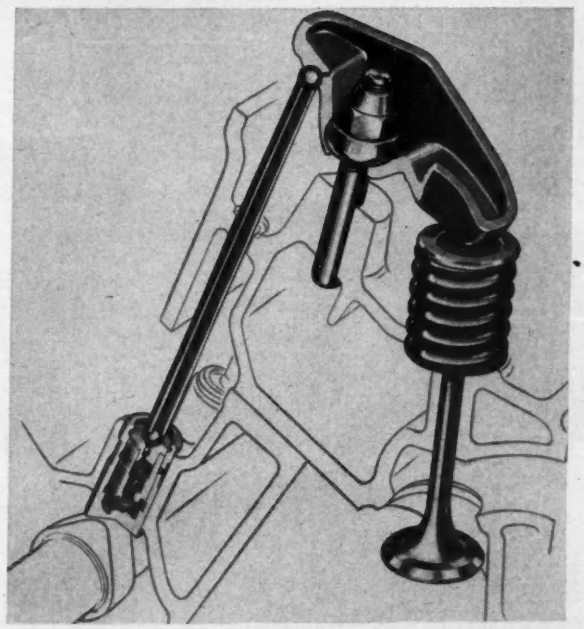
The diagram above shows the water heat spacer for the V-8, providing better temperature control for the air-fuel mixture. At the far left is the new claw-type door latch. And at the immediate left, one of MT's editors finds the rear compartment of the Fairlane very roomy for a sedan of its small size.

The basic layout of the 1962 Fairlane is virtually the same as the 1952 Ford. This apparently imposes certain immovable restrictions and if this type of layout is pursued for, say, another ten years, it is quite evident that the improvements gained will even be less and less. If major gains are to be made in passenger and cargo capacity with no increase in exterior dimensions, then there has to be a radical revision in the engine-drive-line-passenger and cargo arrangement in cars.

The figures, of course, are not the total measure of the improvements that have been made in Fords over ten years. A lot of the refinements cannot be measured by a ruler — they include easier, quieter and smoother operation, plus probably a degree of greater durability.

For instance, there has been some emphasis in the 1962 Fairlane, as in the other current model Fords, on further insulating the passengers from noise and heat from the engine compartment. This has been done by some tricks in body construction and the greater use of sound-deadening materials. Then there are such clever items as the method of "bleeding" light from the tail lamps into the trunk to provide illumination in the cargo area without the cost of a trunk light accessory.

The Fairlane, then, while a perfectly conventional car in appearance and not significantly different in engines or dimensions from the Fords of the early 1950's, nonetheless upon driving will prove to be a car vastly superior in many respects to the versions or models it so closely resembles. For a comparison between the 1961 and 1962 versions of the Fairlane, look at the 1962 Galaxie. /MT



Cast-iron rockers are one of the many novel features of the Fairlane V-8 engine. Valve lifters are hydraulic.

Change is not a habit at American Motors, but each of its

'62's boasts some important advances

RAMBLER

WHILE THE STYLING on all American Motors cars is for the most part a facelift this year, under the skin the American, Classic and Ambassador are bristling with engineering changes. The 1962 Rambler American is a good example and features an all-new automatic-clutch transmission, a new automatic transmission and a new dual brake system, along with many other engineering improvements.

Probably the most interesting innovation on the American is the optional automatic-clutch transmission, which American Motors has named the "E-Stick." The general idea, of course, is to combine the economy of a manual transmission with most of the conveniences of an automatic. The American's new automatic clutch does this so well that the conventional clutch pedal is completely eliminated.

The E-Stick's clutch has a conventional disc and pressure plate, which are engaged by levers without requiring thrust springs or centrifugal weights. Engine oil pressure and intake manifold vacuum are combined to do the actual work of operating the automatic clutch. The driver simply shifts the gears as if he were driving a standard manual transmission, except that he does not use the clutch — in fact, he doesn't have one to use. The automatic-clutch option will also be available with the overdrive unit.

The completely re-engineered Flashomatic automatic transmission is lighter, more compact and better mated to the power and torque output of the American's six-cylinder engines. It has a new torque converter with less hydraulic fluid capacity.

In addition to the automatic clutch and the automatic transmission, the American also offers a conventional synchromesh manual and a manual with overdrive, bringing the total number of transmission combinations to five.

Second in importance in the American's engineering changes, at least from a safety standpoint, is the new dual brake system. This improvement is shared with all AMC cars.

Dubbed the "Double Safety" by AMC, the system is based on tandem master brake cylinders. Set up this way, the hydraulic system for the front brakes is completely separate from the rear brakes. In the event of brake failure in the front or the rear, the opposite set of brakes will still work. Another change this year is that self-adjusting brakes, which were previously available only at extra cost, are now standard equipment.

Basically, the American has always been an economy car, but this year operating costs will be even lower, due to new regular maintenance recommendations.

Front suspension and steering linkage lubrication will be extended from 1,000 to 2,000 miles. Normal drain period for engine oil is changed from 2,000 to a 4,000-mile interval. A larger air cleaner element will require cleaning every 4,000 miles instead of 2,000 and replacement every 25,000 miles instead of 10,000. Drain and refill mileage for the automatic transmission has been upped to 25,000 miles from the previous 15,000 miles.

This year the American will have one of the better selections of front seats, with five different versions available. The non-reclining, split-back seat is standard. Optionally, reclining seats with the split back, individually adjustable reclining seats, bucket seats, and an all-new tilting seat and head rest with either of the latter are available.

The tilting seat option is something new for domestic cars and is another development the American shares with other AMC cars. A handle, located on the right side of the front passenger seat, works a hydraulic cylinder which raises and tilts the cushion to any desired degree. It can be used in conjunction with the reclining back rest and head rest and will enable the passenger to find the most comfortable position for relaxing on a long trip.

This year a two-inch-thick urethane foam cushion pad is standard on the front seat and optional on the rear seat. Seat springs are coated with rubber to soundproof and help stabilize the coils.

There are several more or less minor refinements. The overall steering ratio has been changed to reduce steering effort. The steering idler arm and bushing have been redesigned. Power steering has been refined. Rear springs and shock absorbers have been revised and load-leveler rear

The Ambassador is the most drastically restyled of the new Ramblers. The rear end carries much less of a fin and the whole package has a far more crisp line.

Exclusive with the AMC cars this year is a new tilting seat option which is actuated by a hydraulic cylinder, controlled by a passenger hand pump below the seat.

THE MIDDLE-OF-THE-LINE CLASSIC HAS A SLIGHTLY CHANGED ROOF LINE AND A NEW FIN AND TAILLIGHT TREATMENT AT THE REAR.

shocks are a new factory option.

On station wagons a new locking cam mechanism provides a more secure locking action between the lower tailgate and the upper lift gate.

The American will be powered by one of two six-cylinder engines, both displacing 195.6 cubic inches. The Deluxe and Custom series have as standard the L-head version, which develops 90 hp. The "400" models are powered by the overhead-valve version, which turns out 125 hp. This engine is available optionally on the Deluxe and Custom series.

Two-ply tires are being introduced as standard equipment and will be static-balanced at the factory. Road clearance on the American has been increased a full inch to 6⅜ inches.

AMC's bigger models, the Rambler Classic and Ambassador, also have many changes. The most noticeable of these is that the Ambassador is nine inches shorter than last year's, and now has a wheelbase of 108 inches, the same as the Rambler Classic. Although shorter, the Ambassador has the same interior dimensions — in fact, rear seat legroom on both the Ambassador and Classic has been increased.

Many of the changes which were previously mentioned for the American have also been introduced in the Classic and Ambassador. One is the new brake system with a tandem master cylinder; another is the hydraulic tilting front seat. The Classic Six also has a new, lighter-weight, more compact automatic transmission.

Another area where the Classic and Ambassador have been treated much the same as the American is in reduced maintenance costs. For the bigger cars, chassis lubrication recommendations have been upped to 33,000 miles or every three years. The recommended engine oil change is also increased to 4,000 miles, with oil filters being standard on all models. The generator, distributor, clutch linkage and steering column shaft are permanently lubricated. In addition to these changes, the cars have a new battery which is guaranteed for two years or 24,000 miles.

The die-cast aluminum block will be standard on all Classic Sixes and optional on the Custom and Deluxe series. The aluminum block is 80 pounds lighter than the cast-iron block. The Classic Six overhead-valve engine displaces 195.6 cubic inches and is rated at 127 hp. The Ambassador's 327-cubic-inch V-8 also produces

Semi-bucket seats were introduced as a Rambler option in the middle of last season. They will still be offered on deluxe version this year. Note seat pump handle in immediate foreground.

George Romney promised last year's buyers that there would be no significant change in the '62 American. He has stood by that statement and presented a car whose only visible change is in the interior grille pattern.

250 hp with a two-barrel carburetor. An optional version, with increased compression and a four-barrel carburetor, turns out 270 hp.

Front suspension and steering on both the Ambassador and Classic models have been redesigned. The long coil springs are retained, but a new single lower control arm and rod have been adopted to provide more stability on turns. In addition, the Ambassador has a new sway-stabilizer torsion bar because of the greater weight of the V-8 engine. Steering linkages and ratios have been revised to provide less effort in steering. Another engineering change is the increase in road clearance to a full seven inches.

On the Classic and Ambassador three-seat station wagons, which have a side-hinged rear door instead of a tailgate, the opening angle has been increased from 75 to 90 degrees. This "fifth door" is standard on all three-seat wagons and optional on two-seat models.

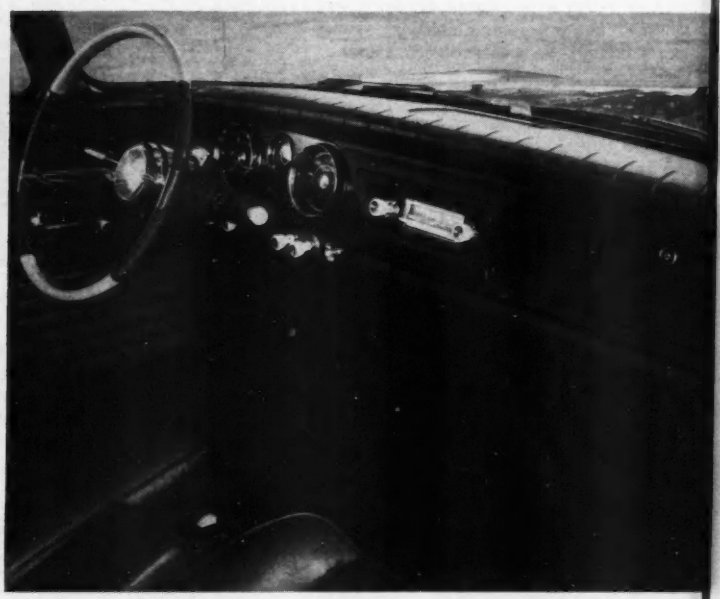
The Classic Six series is available in ten body styles, including two- and four-door sedans, four-door station wagons, and the five-door three-seat wagon. The Ambassador V-8 includes five versions in four-door sedans, four-door station wagons and a three-seat wagon.

The American line offers 12 body styles in a new Deluxe, Custom and "400" series. They include two- and four-door sedans and station wagons, and a two-door convertible. /MT

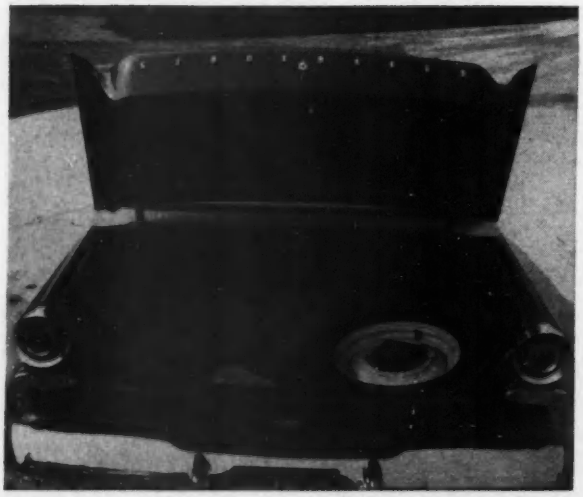
BOTH CLASSIC AND AMBASSADOR SHARE THE SAME STATION WAGON BODY SHELL. A SMALLER WAGON IS OFFERED IN THE AMERICAN LINE.

LARK

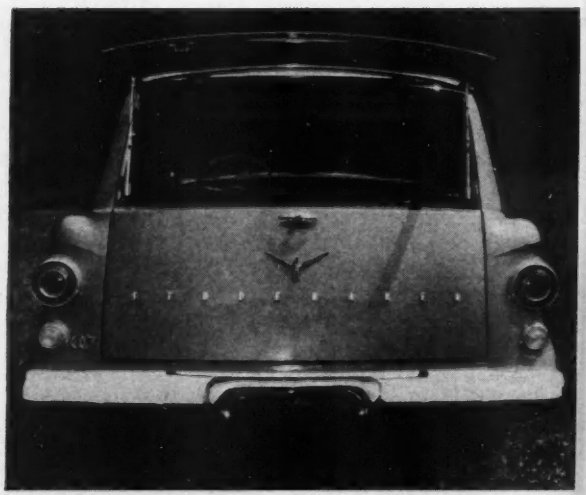
Softer lines and a subtle touch of foreign intrigue



LARK'S NEWEST MODEL, THE DAYTONA, WILL BE OFFERED AS EITHER A CONVERTIBLE OR A SEDAN, WITH SEMI-BUCKET SEATS STANDARD.



Considerably restyled rear quarters and deck lid have made important difference in the Lark's luggage capacity. Notice the unusual contour of the deck lid's outer edges.



Studebaker station wagon is one of the few makes still sticking with the tailgate-lift gate arrangement. The transom is basically the same as last year, but the lock is new.

STUDEBAKER'S 1962 LARK is a considerably changed car. Even though at first glance the Lark appears to be quite similar to last year's version, those who know the car will notice a much different profile.

The boxy look that has characterized the Lark for several years is almost gone, and instead, the car looks longer and lower. The new look has been accomplished solely through a longer overall length. Larks are as much as 13 inches longer this year, with two-door sedans 184 inches overall, station wagons 187 inches, and all other versions 188 inches.

Even more significant is the change in wheelbase dimensions. The short wheelbase has been increased from 108.5 inches to 109, with only the two-door sedan, hardtop and convertible bodies built on this base. All other body styles will be built on the Cruiser's 113-inch wheelbase.

Although the new dimensions are important, the most interesting news is the introduction of a new series. Its name is the Daytona, and the new versions, a hardtop and a convertible, will feature bucket-type front seats with a console between. The console will have a built-in ash tray and lift-lid storage compartment. The instrument panel will be simulated grain wood with a crash pad around the radio controls and lower edge. Optionally, both Daytonas will have a floor-mounted, four-speed manual transmission, and the hardtop will offer at extra cost a sliding sunroof.

Larks will be powered by one of three engines, a Six and two V-8's. All engines are carryovers from last year, but each has been refined somewhat.

The ohv Six, which was first introduced last year, has a lower compression ratio, now 8.25-to-1 as opposed to the previous 8.5. The electrical system has a new generator and voltage regulator. The water pump, breather tubes, engine rear support insulator, and inlet manifold have all been re-engineered and the air cleaner is new. The clutch housing has been changed and now has an enlarged release shaft boss.

The Six will be available as a standard engine in any version of the Lark, including the new Daytona series. It is offered in only one form, with a two-barrel carburetor, and is rated at 112 hp at 4500 rpm, with 154 lbs.-ft. of torque at 2,000 rpm.

Like the Six, Studebaker's 259-cubic-inch V-8 has a lower compression ratio this year, 8.5-to-1. Changes shared in common with the Six are the new clutch release shaft, water pump, electrical equipment and air cleaner. Besides these changes, the V-8 has new connecting rod bearings and crankshaft bearings designed for heavier duty.

The standard V-8 is offered with a two-barrel carburetor, and produces 180 hp at 4500 rpm, with torque of 260 lbs.-ft. at 2800 rpm. Available optionally is a version with dual exhausts and a four-barrel curburetor which turns out 195 hp at 4500 rpm and 265 lbs.-ft. of torque at 3,000 rpm.

A new option for the Lark is the 289-cubic-inch V-8 that has previously been available on only the Hawk. With a two-barrel carburetor this engine turns out 210 hp at 4500 rpm, with 300 lbs.-ft. of torque at 3,000 rpm.

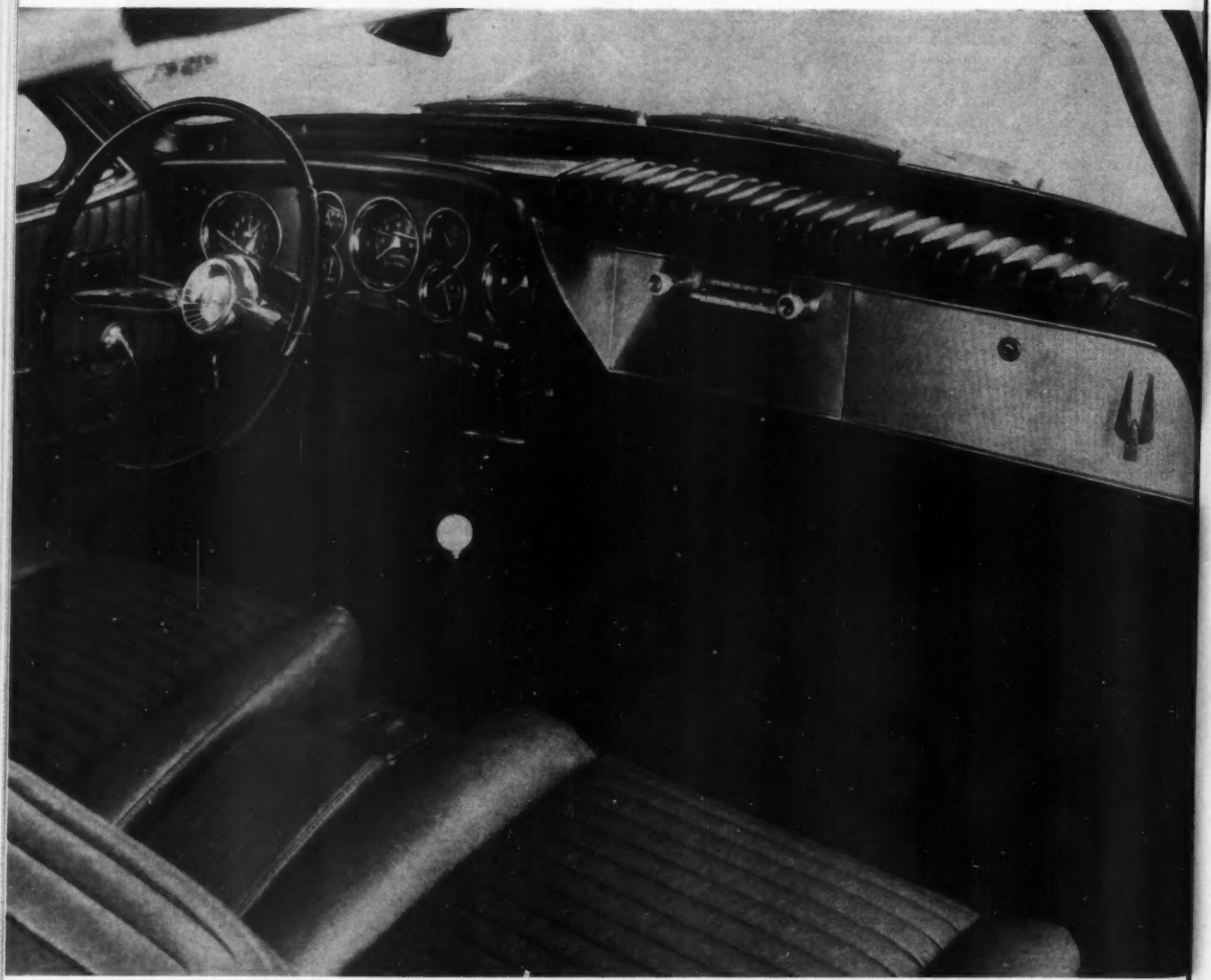
There are also many chassis changes, but, generally speaking, these are not major developments but refinements slanted at smoothing out the ride or changes made necessary by the new length. Transmissions have improved gear synchronization, and the rear axle ratios have been changed. Mufflers and muffler outlet pipes are aluminized steel. Front coil springs are new on six-cylinder versions to improve loading capacity. Rear springs on all Larks now have inserts at the tip end of leaves, in place of full-length inserts.

Inside, the front windows now require fewer turns to raise or lower. All cushions have cone coils instead of formed wire construction. The rear seat cushion has been lowered one inch at the rear, and sedans and hardtops have a thinner seat back. All front seats have been lowered ¾-inch, and cushions are one inch wider from front to rear. /MT

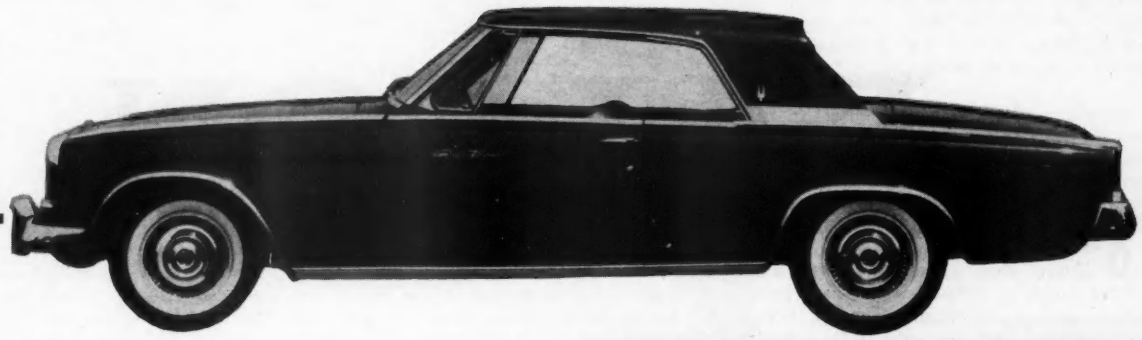
Evident here and in photo above is the new roof line and longer look that the Lark introduces this year.

HAWK

A glamorous surprise and a new personality from South Bend



HAWK GRAN TURISMO HAS REVISED DASH PANEL, WHICH KEEPS INSTRUMENTS FROM PREVIOUS MODEL BUT REARRANGES THEM DIFFERENTLY.



THE BEST-KEPT SECRET of the 1962 model year was the new Studebaker Hawk. While there were those experts who thought the Hawk might appear with a slightly refined body, literally no one expected the radical new Hawk that Studebaker is introducing. Not only is the sheet metal completely new, but the exterior body style is a complete switch and quite unlike anything Studebaker has done in recent years.

In fact, the nearest parallel that can be drawn to the new Hawk is the Packard Predictor, which originally appeared in 1956 as a radical futuristic prototype. Much of the Hawk's styling is directly related to this car.

The Hawk is offered in only one body style, which will be called the Gran Turismo. This year the car has been switched from a pillar-type coupe to a sport-styled hardtop. The most striking change in the styling is the new roof line and greenhouse, and this area is a literal translation from the greenhouse of the Packard Predictor.

In the back the roof line has been squared off and the rear window is flat instead of the previous wrap-around. There is a solid area of metal at the rear, which offers some privacy for back-seat passengers. This gimmick is called an "earmuff" by stylists. Chrome is used sparingly on the new Hawk — the earmuff has a wide chrome strip and the new Hawk emblem one of the few decorative strips on the car.

The rear window is flat and slants forward. The roof extends past the window a few inches, and the whole pane is recessed. While this has a lot of esthetic value for stylists, it also has a solid practical purpose. In bad weather — rain, sleet or snow, for example — the driver's vision is far less apt to be obscured, since the window has some protection from the projecting metal rim.

Studebaker's rear view is also completely changed. The rear quarter is now finless, and the deck lid is completely new. The lid is L-shaped and has no lip to lift luggage over. The back flat portion is covered with a fine mesh grille which is, of course, merely ornamental.

Up front the look is changed, but not so much as the other quarters of the car. The grille is new with both sides sloping back from a vertical center line to emphasize horizontal lines. The grille texture is finer than it was last year. Two small grilles, one on each side of the radiator grille, have been eliminated, as has an air intake opening near the front of the hood.

Inside, the passenger compartment has been redesigned somewhat with new colors and decorative inserts. A simulated wood grain finish is the background for the instrument cluster. The cluster is new but merely a shuffling around of the previous instruments. Hawk enthusiasts will be pleased, since the Hawk's instrumentation has been one of the best in recent years. All dials are round, and instruments are used for everything.

The basic measurements remain the same: wheelbase is 120.5 inches; overall length, 204 inches; and height, 55.5 inches.

Another carryover from last year is the Hawk's 289-cubic-inch V-8 powerplant. The only significant change is a reduction in the compression ratio from 8.8-to-1 to 8.5-to-1. This should make the Hawk even more tolerant of regular-grade fuel.

Hawk's front view is changed but not greatly different from 1961. Most noticeable is the new grille and the elimination of the side grilles in favor of parking lights.

This view shows the new rear window treatment and the considerably changed deck lid with its quasi-grille. The fins are gone, and chrome is kept to a tasteful minimum.

Essentially, the Hawk's powerplant is a stroked version of the standard Lark engine. Bore is identical at 3.56 inches, while the stroke has been increased to 3.62 inches. It will be offered in two forms, with dual exhausts standard on each version. The standard-equipment V-8 will have a two-barrel carburetor and be rated at 210 hp at 4500 rpm, with 300 lbs.-ft. of torque at 2800 rpm. Available optionally will be a four-barrel version which produces 225 hp at 4500 rpm, with 305 lbs.-ft. of torque at 3,000 rpm.

Teamed with the engines will be four transmissions. A three-speed manual is standard, with either an overdrive unit or an automatic optional. In keeping with its sporty flavor, the Hawk also offers a four-speed, floor-mounted manual transmission. This year the four-speed has a few revisions in the gearing to provide better getaway acceleration. /MT

FALCON

ONE OF THE MOST successful cars immediately upon introduction was the Ford Falcon in 1960. Few cars have won such prompt and popular response from car buyers. Last year, the Falcon held third position in car sales, surpassed only by Chevrolet and the standard Ford itself.

For its third year of production, the Falcon has few basic changes from the original design, or the slightly modified model of 1961. There have been a few innovations for 1962, however, and they may, in many instances, serve to increase the Falcon's position with drivers and owners.

One of the major items of news about the 1962 Falcon concerns the expanded line. The basic versions of last year have been continued, and they include the two- and four-door sedans, the two- and four-door station wagons, and the deluxe two-door Falcon Futura, which features semi-bucket seats and distinctive interior trim and decoration.

Brought into the Falcon line for 1962 is the bus-type vehicle, last year called the Econoline, in two special forms: one is called the Falcon station bus and the other the Falcon club wagon. The third new version in the lineup is the Falcon four-door Squire station wagon.

The Squire is a familiar Ford technique in dressing up the standard wagon by fitting it out with simulated wood exterior trim, on the order of the Country Squire station wagon of the big Ford line for the past several years. Even the oak rails that follow the body panels are simulated and actually formed of fiberglass. The interior of the Falcon Squire is laid out in the conventional six-passenger arrangement. More deluxe equipment, in the form of floor carpets, armrests and special interior trim and colors, help set it apart. The power-operated tailgate window, optional on standard Falcon wagons, is standard equipment on the Squire.

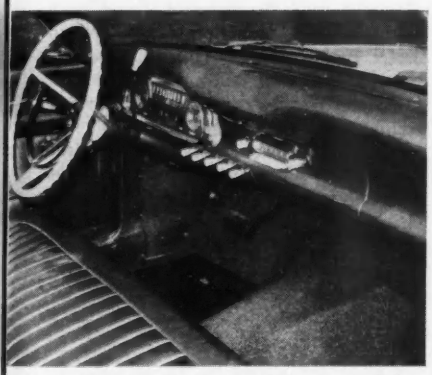
The station bus for 1962 is officially linked with the Falcon line and the vehicle does not differ significantly from the previous Econoline. It is basically a two-seater, with second and third seats as separate options, which bring the pas-

THE THIRD TIME AROUND FINDS THE FALCON WITH A RESTYLED GRILLE, HOOD AND FRONT FENDERS AND NEW MOLDINGS ALONG THE SIDE.

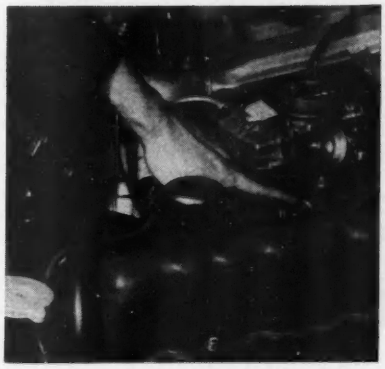
The Squire, a four-door station wagon seating six and featuring simulated wood panelling, is a new addition to the Falcon line.

The Club Wagon is another new body style based on last year's Econoline but with special deluxe trim.

AN ALL-NEW GRILLE AND HIGHER HOOD LINE ARE THE BIG STYLE CHANGES FOR FALCON.



Inside, Ford's successful compact has virtually no modifications. Standard equipment includes seat belt anchors.



Like other Ford products, the Falcon has a water heat spacer for balanced control of fuel mixture temperature.

senger capacity up to five and eight riders, respectively. The 144-cubic-inch engine is standard, the 170 an option. A long list of minor options is available to dress up the bus.

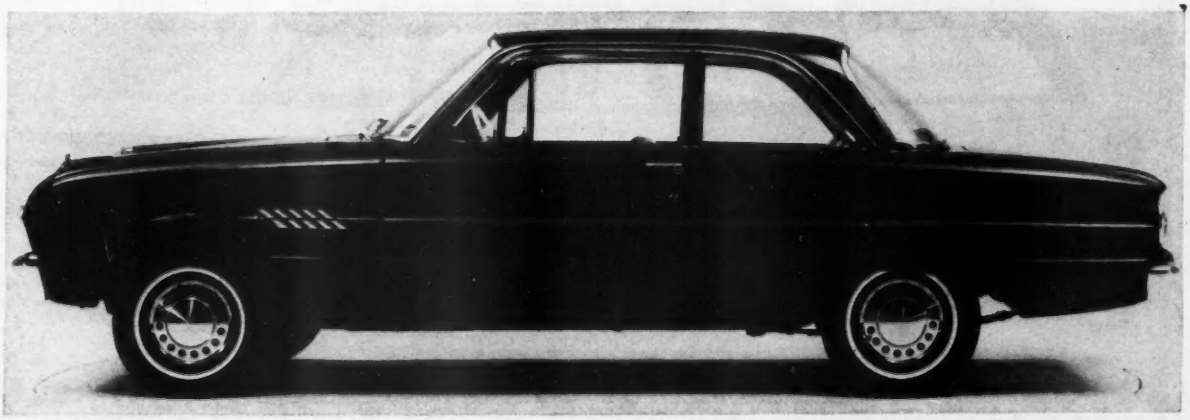
The Falcon Club Wagon is the bus in a more luxurious passenger-carrying form. A wide variety of extras is standard, such as special trim and upholstery materials, comfort items like sun visors, cigaret lighters, ash trays, armrests, coat hooks and so forth. The second seat is so arranged that it can be fixed into position facing either front or rear.

The Falcon sedans feature some minor refinements. There has been minor restyling of the front, relocating of turning lights, new side trim and a simulated air scoop and other detail changes. Body colors are new, and the selection corresponds to that now available in the Galaxie line.

The engines in the Falcon line are unchanged from last year. They are the 144-cubic-inch Six rated at 90 hp and the optional 170-cubic-inch Six of 101 hp. The pistons and rings have been redesigned, and the carburetor and air cleaner have been slightly modified.

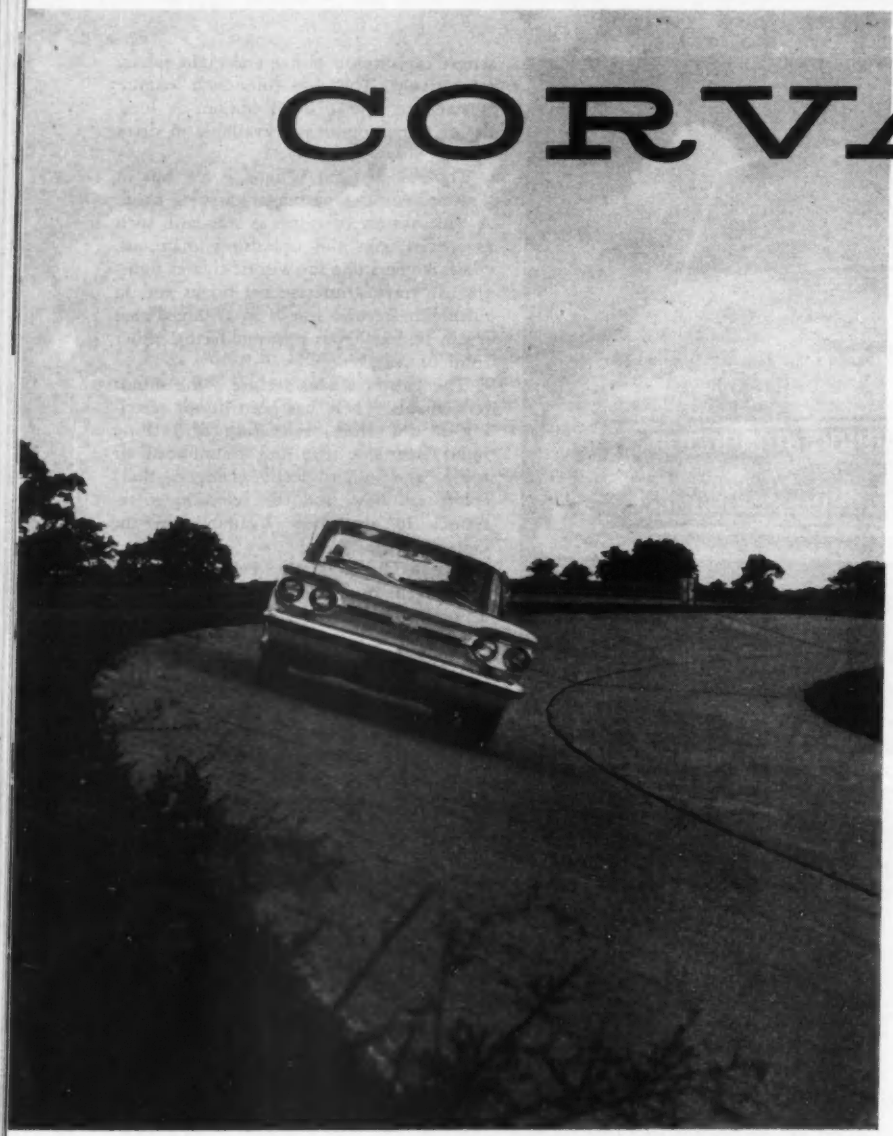
The Falcon chassis has not been set up for 30,000-mile lubrication intervals because its ball joints differ from those used on the bigger Fords. However, that maintenance period does apply to radiator cooling fluid. In the manual transmission, the same interlock mechanism which prevents low or reverse gear from being engaged without the clutch pedal being completely depressed has been utilized. The optional transmission is, of course, the two-forward-speed Fordomatic. Two-ply tires are now standard equipment on the 13-inch wheels.

It all adds up to the same familiar Falcon, only slightly better than in the preceding two years. The car has earned for itself an excellent reputation for true gasoline economy and reliable transportation. It should please more people even more. /MT



SPECIAL TRIM DISTINGUISHES THE 1962 FUTURA, WITH FRONT FENDER LOUVERS AND A MOLDING DOWN THE CENTER OF THE SIDE PANELS.

CORVAIR



Standing pat for a third time around

THE BIG NEWS at Corvair this year is not change — not even change for the sake of change. This, of course, is encouraging, since one of the original concepts of the compact class was continuity in styling. Corvair has stuck by this idea so well that there is actually very little difference between the original Corvair introduced two years ago and the current 1962 body style.

Therefore, the changes on this year's Corvair styling are simply for the purpose of model year identification — and even these are going to require sharp eyes to detect. Briefly, the only noticeable changes are the new twin ornamental grilles in front, plus restyled emblems, taillights and engine exhaust grilles.

This has a distinct advantage for the owner of a 1961 Corvair. For a few dollars and a little work he will be able to purchase the grille, emblems, etc. and "customize" his car so that it will closely resemble a 1962 model.

Although the Corvair's body style, engine and chassis designs are basically carry-

ALTHOUGH ONE MODEL OF THE LAKEWOOD STATION WAGON HAS BEEN DROPPED, THE FOUR-DOOR PLUS A MONZA VERSION WILL BE OFFERED.

DIFFERENCES ON THE NEW CORVAIR ARE HARD TO SPOT. TWIN ORNAMENTAL GRILLES ARE NEW, AS ARE SEVERAL EMBLEMS AND THE TAILLIGHTS.

overs, there are changes which were made earlier this year which almost qualify as new-car developments. Probably the most significant of these are the new two-ply, low-profile tires which were made standard equipment on the Corvair during the 1961 model run.

To say that the 1962 Corvair line is an absolute carryover is actually erroneous. One of the major identifying features this year will be several new paints for the exterior and new interior color schemes.

And even more significant is the reshuffling of the body style lineup. One four-door sedan, Model No. 569, and one Lakewood station wagon, Model No. 535, have been discontinued.

The reason for the dropping of the sedan is undoubtedly directly related to the unusually strong popularity of the Corvair Monza. The Monza is also responsible for the decision to discontinue the cheaper station wagon. Actually, to say that the 500 station wagon has been dropped is incorrect. It has been moved up to the Monza class and will probably be the jazziest station wagon around in 1962.

As a Monza, the new station wagon will offer the sporty interior features — and also as an option, the bucket seats. While it might seem that bucket seats and a luxurious interior are far removed from a station wagon's usual utilitarian purpose, it is still difficult to ascertain how the public will react to a sporty station wagon. As difficult, perhaps, as predicting the success of the Monza.

Back again this year is the Greenbrier sports wagon, and it is also virtually a carryover. There is one minor difference in Chevrolet's approach to this unusual wagon. Last year the publicity and the sales departments tended to treat it as part of the truck line. This year they've got it in the passenger-car classification. An indication that perhaps Chevrolet executives misjudged the popularity of the wagon — and also misjudged just who would buy it.

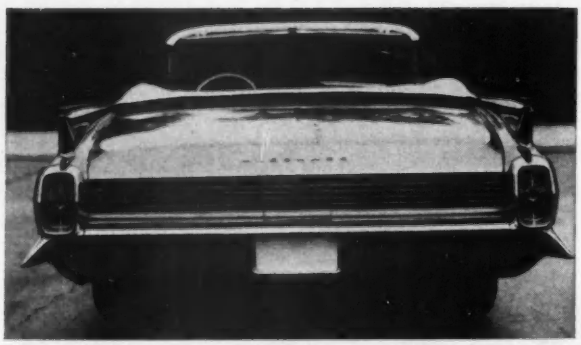
Also back again from last year is the Corvair's unusual, but now well-known, flat-opposed, air-cooled, six-cylinder engine. This powerplant has a bore and stroke of 3.438 x 2.6 inches, two single-barrel carburetors, and displaces 145 cubic inches. It is available in three forms. The standard engine has 8-to-1 compression ratio and produces 80 hp at 4400 rpm, with 128 lbs.-ft. of torque at 2300 rpm. The performance option has 9-to-1 compression and a special camshaft and turns out 102 hp at 4400 rpm, with 134 lbs.-ft. of torque at 2800-3000 rpm. Although the performance option has slightly increased ratings this year, there are no basic changes in the engine.

Not too well known is another engine version which is standard on Monza models with Powerglide transmission. This has a compression of 9-to-1, but without the special cam, and is rated at 84 hp at 4400 rpm and 130 lbs.-ft. of torque at 2300 rpm.

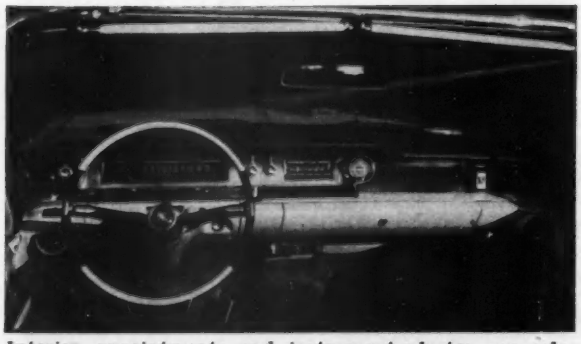
Corvairs will be available with three transmissions: three-speed and four-speed manual and a special version of the Powerglide automatic. Axle ratios are 3.27, 3.55 and 3.89. A limited-slip differential is available optionally with all models. /MT

CORVAIR GREENBRIER SPORTS WAGON IS BACK AGAIN THIS YEAR AND IS VIRTUALLY UNCHANGED, EXCEPT FOR MODEL YEAR IDENTIFICATION.

Cadillac's exterior styling is relatively unchanged. Rear fins have dropped chrome and are lower; in front, grille is new; in the rear, a grille has been added to deck lid.



New taillights are an interesting innovation. Single lens appears white in daylight but changes color when used.



Interior appointments and instrument cluster are relatively unchanged this year. Speed control unit is new.

One of the most interesting developments at Cadillac is the new cornering light, shown here at center, right.

CADILLAC

Some surprising changes under a familiar luxury shell

BY TRADITION Cadillac is the line which best embodies the image of all that a luxury car should be, according to the accepted American standard of luxury. This year the changes in the line are conservative, while at the same time some developments are a fresh approach and somewhat startling.

The most unusual innovations are found in the lighting system. Up front Cadillac has a cornering light, the first on modern domestic cars. This is a bright light mounted on the side in front of the wheel well. A steady beam illuminates the immediate area into which the car is turning. The light is turned on automatically by the turn signal lever whenever the headlights, parking lights or fog lights are also on. This simple light has a lot more safety value than might be seen at first glance. Not only will it light up dark driveways, eliminating the possibility of running over children's toys or other misplaced items, the turning light also means that the driver will be forced to signal when turning into his own driveway — thus helping reduce the possibility of an accident.

Another unusual aspect of the lighting system is the unique taillight. A single light, it appears in daylight as a normal back-up light with a white lens. By a clever arrangement of lens and lights, it turns red when being used as a taillight, stoplight or turn signal.

Although the 1962 Cadillac has several new engineering developments, none is more important than the change in the braking system. This is something new for domestic cars and is actually a true dual braking system. Heart of the system is a double master cylinder, with a separate piston and brake fluid reservoir for the front and rear wheels. From a safety standpoint this is an ideal arrangement, because if one of the hydraulic lines is broken, only one pair of wheel brakes would be put out of commission. With the parking brake, which again this year can be used as an auxiliary brake, Cadillac actually has three separate brake systems in an emergency. Incidentally, the automatic vacuum release which operates the emergency brake has been refined by installing a new diaphragm which has better releasing action and more positive locking.

Many of Cadillac's other engineering changes are those which seem natural for a car in the luxury class. Changes in the front spring rate, new front and rear suspension bushings and revalving of the shock absorbers are all slanted toward a smoother ride. Additional sound-deadening material of dense rubber is now used under the floor pan and in the cowl section between the front doors and front fenders to provide additional quietness. One change is more along the convenience lines than anything else. On all models except the Town Sedan and Park Avenue sedan the gas tank now holds 26 gallons, increasing the time between stops at a service station.

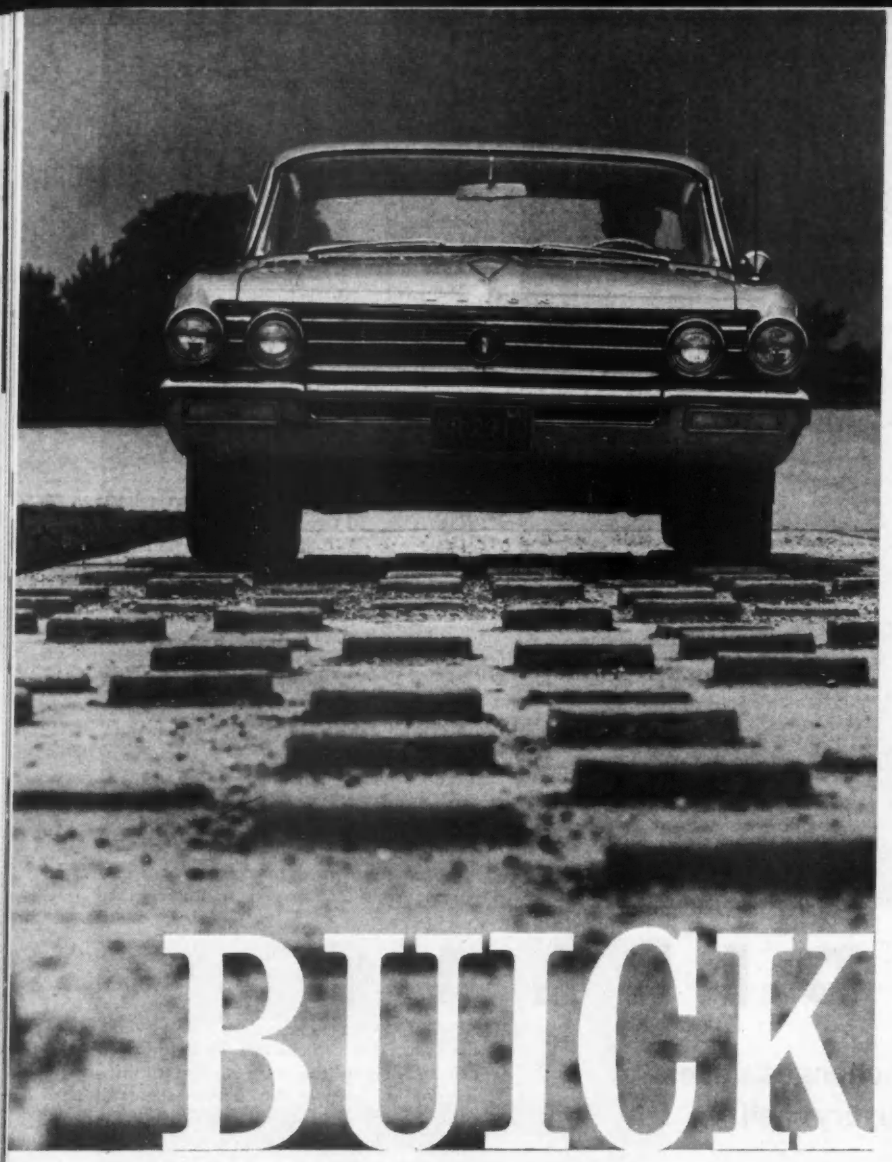
Cadillac's powerplant this year is the 390-cubic-inch V-8 that was standard last year. Performance ratings are unchanged, with 325 hp and a 10.5 compression ratio. However, it should be more durable and more quiet, since bearings are now selectively fitted individually to develop a closer fit.

Accessories, which are always an important consideration on a luxury car, have several minor changes. From an owner's standpoint, the most significant difference is making the heater standard equipment instead of an extra-cost item. Air-conditioned cars should be quieter, due to a newly designed fan clutch and a smaller, lighter but more powerful six-cylinder Freon compressor. The automatic trunk lock now operates mechanically, and the release is vacuum controlled.

The lineup of body styles is unchanged, with 12 in three standard series: the Sixty, Sixty-Two and the Seventy-Five. There are no changes in dimensions, and the short-deck Cadillacs at 215 inches overall length will be available.

Chrome has been dropped from the tail fin, which is two inches lower. Both the rear and front styling has been revamped considerably. One important change is a new roof design, which will be standard on five body styles.

Inside, Cadillac has several refinements in design. There are a total of 92 interior options available. For the first time the Biarritz convertible will be available with cloth trim. Bucket seats will now be offered in the Coupe de Ville, Park Avenue, four-window Sedan de Ville and Biarritz convertible. /MT



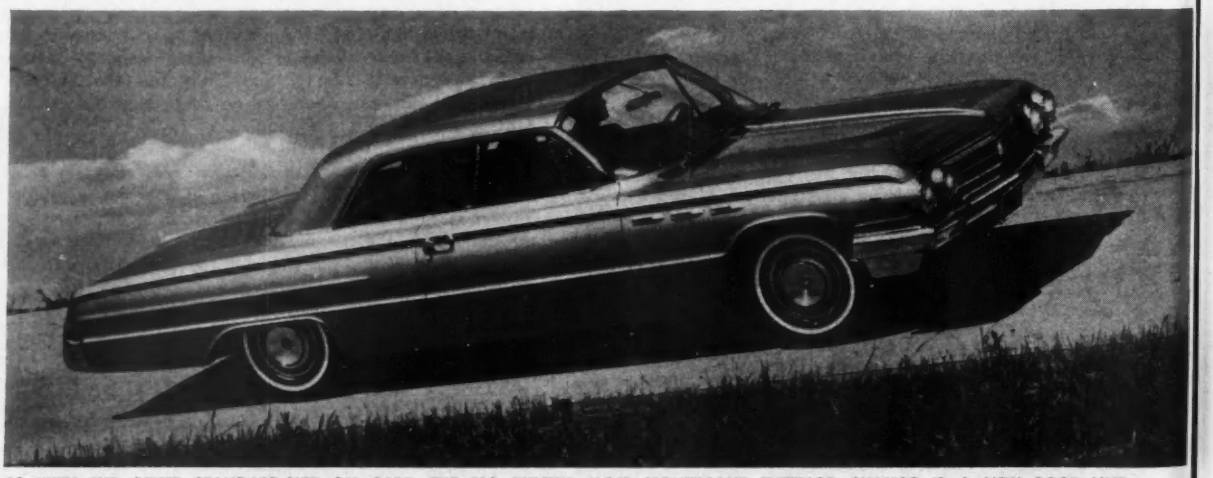
The important news is a radical new engine for the Special

THE MOST IMPORTANT news from Buick this year will concern the line's compact, the Special. Styling is changed very little and is, for the most part, that which appeared on the mid-year Skylark. The Skylark's major difference this year is that it will be a pillarless body style.

One major change for the Special is the addition of a new body style, a convertible. Available in both the Standard and Deluxe lines, the new convertible will have a manually-operated top in the former, while the Deluxe version will be power operated.

But the biggest and most significant development at Buick this year is the introduction of a cast-iron V-6 as the standard powerplant for the Special. Although V-6's have been used in trucks for some time, this is the first application of this type of engine on a modern passenger car.

The Special's new V-6 has a 90-degree layout and is lighter and far more compact than an in-line Six. As a comparison, the new V-6 is from 140 to 179 pounds lighter than current in-line Sixes of comparable power output. The basic engine configuration is closely patterned after the Special's optional 215-cubic-inch V-8. For the V-6, the bore has been increased to 3.625 inches and the stroke to 3.2 inches, resulting in a displacement of 198 cubic inches. The combustion chamber is a slanted-saucer type, and the compression



AS WITH THE OTHER STANDARD-SIZE GM CARS, THE BIG BUICK'S MOST SIGNIFICANT EXTERIOR CHANGE IS A NEW ROOF LINE.

ratio is 8.8-to-1, which should give the engine excellent tolerance to regular fuel.

The V-6 will be available only with a two-barrel carburetor and in this form will produce 135 hp at 4600 rpm and 205 lbs.-ft. of torque at 2400 rpm. The aluminum V-8 that was standard last year will be available optionally in 1962 in two forms. A two-barrel-carburetor version with 8.8 compression will turn out 155 hp. A four-barrel-carburetor version with compression ratio of 10.25-to-1 will be rated at 185 hp.

The Special will be available with two manual transmissions and an automatic. The automatic has been slightly refined this year but is basically the same unit offered in 1961. Besides the regular three-speed manual, the Special will offer optionally a floor-mounted four-speed, fully synchronized shift. Gear ratios are: first, 2.54; second, 1.92; third, 1.51; and fourth is direct drive.

There are several chassis changes, most of which are of a minor nature and all slanted toward a better ride while maintaining good handling. Like many other compact lines, the Special is switching to two-ply tires this year.

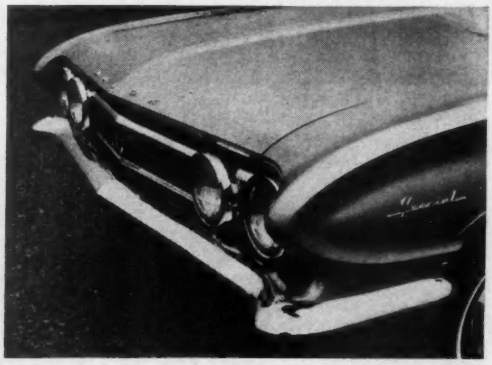
There are a number of new options for the Special. One of the more important is a limited-slip differential. This unit is similar to the differential offered for the bigger Buick, and has, in effect, been scaled down for the Special. Another option for cars with automatic transmission is a newly designed power brake system which is also based on the unit originally designed for the bigger Buick.

The story of the conventional-sized Buick is simply that many small changes add up to a big change. Most of the mechanical components have been refined in some way, and the engine has been considerably boosted in power.

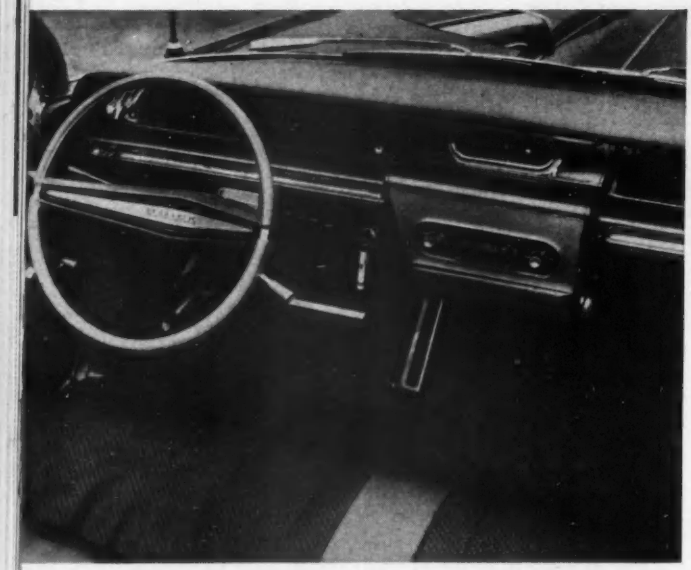
The lineup of body styles will be divided into three series: LeSabre, Invicta and Electra "225." The entire Electra series as it was known last year has been discontinued.

Although there are many body changes outside and inside the new Buick, one interior development is of considerable importance in terms of passenger comfort. This is what Buick engineers call a substantial reduction in transmission tunnel height and width. This is one time they have almost understated the facts. The front transmission tunnel is lower than it has been in years, and a third passenger will be seated with far more comfort. In front the reduction has come about by moving the engine and transmission for-

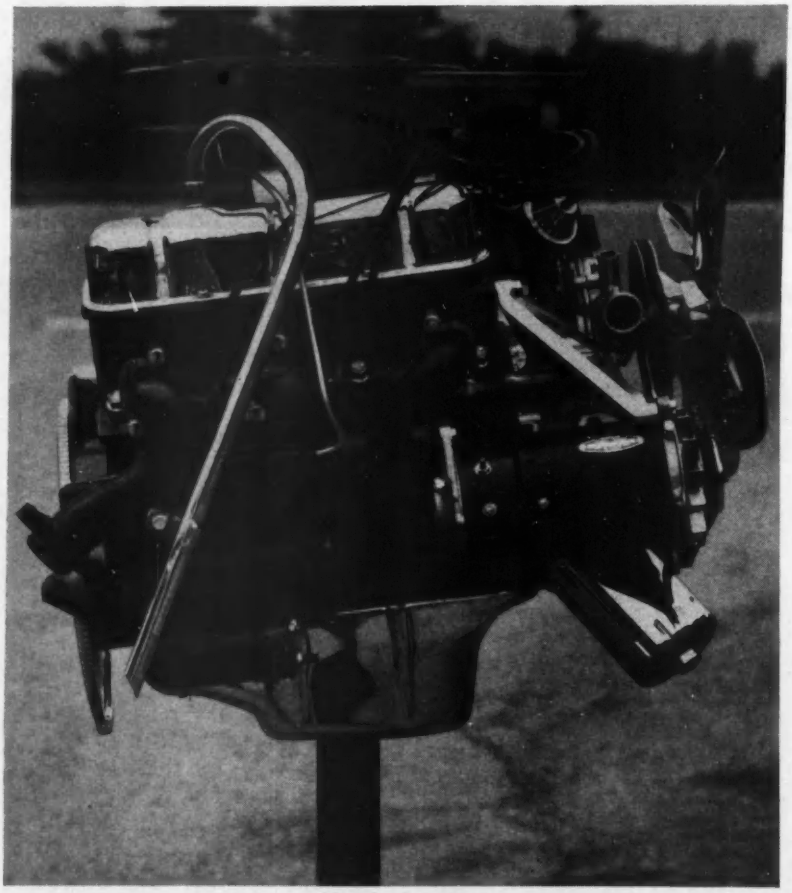
The surprising aspect of the new Special convertible is its manually-operated top in a low-price version. Operation of the unit is very easy and a real boon to soft-top fans.



EVEN IN ITS NEW CONVERTIBLE FORM THE COMPACT BUICK SPECIAL IS FAMILIAR TO '61 OWNERS. NOTE SKYLARK-TYPE TAILLIGHTS.



Buick's ever-present theme of bold luxury is apparent in both the exterior (above) and interior (left) of the standard-size '62's. The squared rear end is well accentuated by the new taillight placement and shape.



The all-new compact V-6 is a real tribute to Buick's engineering know-how. Produced in a relatively short time, the little 90-degree engine is lighter than a comparable in-line six-cylinder powerplant.

ward in the chassis approximately four inches. By eliminating the rear seat heater duct from the top of the tunnel area in back, the rear hump is also considerably lower. This means more than just additional legroom, since the middle area of the seat is now fully padded, offering firmer comfort.

This year all Buick models will have the heater and defroster as standard equipment. Provision for installation of front seat belts will also be a standard item.

Standard powerplant for the LeSabre series will be a 401-cubic-inch V-8, which will produce 280 hp, up 30 from last year. An optional regular-fuel engine with a 9-to-1 compression ratio and producing 265 hp will also be available. The Invicta and Electra "225" series will be powered by a four-barrel version of this engine, which is rated at 325 hp.

The increased power of Buick's engines has been accomplished by increasing the displacement, up from last year's 364 cubic inches, a larger carburetor and a redesigned intake manifold. Only one transmission, an automatic, will be available. It is a carryover from last year and is unchanged.

While the Buick frame is basically the cruciform type with X-members and a tubular-type center section that was introduced last year, there have been several changes. The front section of the frame has been widened substantially. This widening of the frame was done for several reasons. One major factor was moving the powerplant forward. The wider frame provides clearance for the relocated engine. It also permits the use of simplified exhaust pipes, due to room provided between the wider frame and engine.

Relocating the powerplant forward also made necessary revision in the front suspension system. The new front spring support cross-member provides for relocated lower control arm pivot points and shorter upper control arms. Another change brought about by the engine move is a longer rear propeller shaft. The two-piece driveshaft, however, remains connected by a constant-velocity joint in the center. /MT

OLDSMOBILE

From Starfire to F-85 there is strong new style and greater series choice

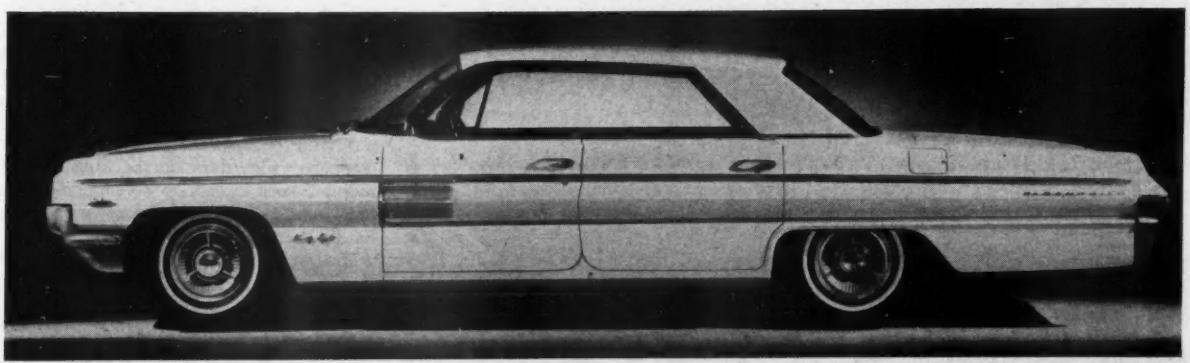
STRAIGHTAWAY STYLING is Oldsmobile's term for its biggest 1962 change — new sheet metal in the senior series for a crisper, squared look. Basically, the engineering is continued from last year but the appearance has been sharply modified.

Oldsmobile retains the traditional designations for its full-size cars, Dynamic 88, Super 88 and 98, plus the Starfire sports series. Among the 17 body types offered this year are two new styles, a 98 four-door hardtop with enclosed roof quarters and a Starfire two-door hardtop.

Front, rear, sides and roof have all been restyled to emphasize the length of the car, though the dimension has actually been increased only two inches.

In Oldsmobile's compact F-85, the innovations are less spectacular. Minor variations in trim identify the 1962 version and a convertible has been added to the line of sedans, coupes and wagons.

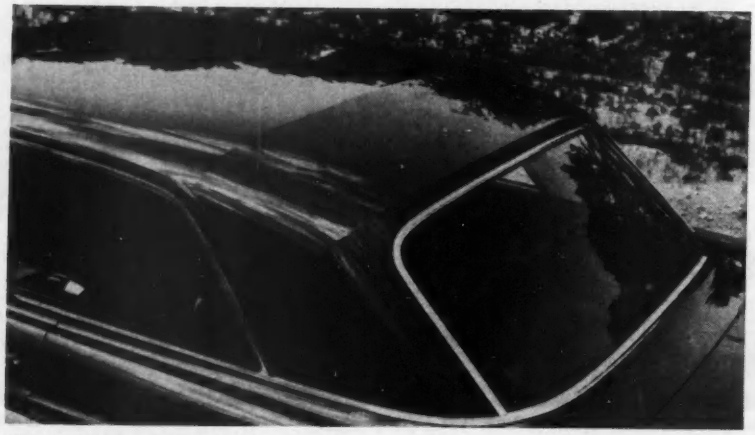
The new grille for the senior series is set into a housing that is a projection of the hood. Forward edges of the fenders wrap under to form a visual cradle for the grille housing. Lower sections of the fend-



OLDSMOBILE HAS ADDED A NEW FOUR-DOOR HARDTOP TO THE 98 SERIES THIS YEAR, WITH A SQUARE ROOF LINE AND ENCLOSED QUARTERS.

Elegant interior styling and superb quality of finish are virtues of the big 98, as shown here in the passenger compartment of a two-door hardtop.

A central console, housing tach, automatic shift lever and window controls is a feature of the Starfire, now offered in both soft- and hard-top form.



ers and housing serve as the bumper.

The grille itself is dominated by thin, horizontal bars, highlighted at either side by the twin headlight sets.

The rear of the car features a broad, recessed panel containing new, oval taillights. Two lights are used on the 88's and four on the 98 and Starfire.

The biggest effect of the sheet metal change is seen in profile. Both front and rear fenders are cut square, eliminating the tapered look of the 1961 model. A bold, sculptured recess runs the entire length of the side panel and is trimmed in different ways for the different series. On the Starfire, for example, it is filled with brushed aluminum.

One unique touch is a chrome block on the front door, just aft of the forward door seam. The size and detailing of the block vary — on the Super 88 it is narrow and vertically grooved, on the Starfire broad and vertically grooved, and on the 98 still broader and horizontally grooved.

New roof lines appear on some body types and are in accord with the present trend to reduced window area. Four-door sedans in both the Dynamic and Super 88 series have a restyled roof quarter that cuts backlight wrap-around and eliminates the rear visor overhang of their 1961 counterparts. Two-door hardtops in all series, including the new one in the Starfire, have a simulated convertible roof treatment; creases in the sheet metal give it the look of fabric! Finally, the new four-door hardtop in the 98 has no rear quarter glass or backlight wrap-around, providing a coupe-like effect.

Horsepower is increased slightly because of higher compression ratios. The same 394-cubic-inch V-8 is used throughout the senior series but appears with several ratings.

The Dynamic 88 has 280 hp with two-barrel carburetion and 10.25 compression. Those who prefer regular fuel can order the Dynamic in a 260-hp, 8.75-to-1 compression version.

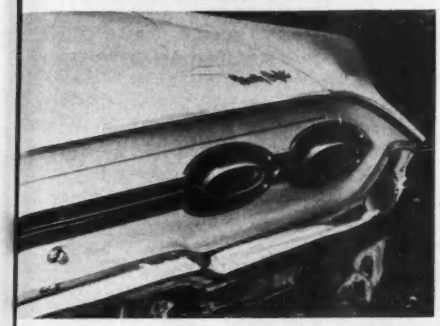
The Super 88 and 98 obtain 330 hp by combining a four-barrel carburetor with the 10.25 compression ratio. And the Starfire has 345 hp on tap with the four-barrel and a 10.5 ratio.

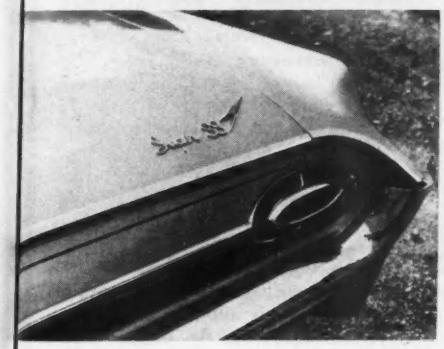
The new F-85 convertible raises Oldsmobile's compact line to a total of eight body styles. The others are a sedan, wagon, wagon with third seat and club coupe in standard form, a sedan and wagon with deluxe trim and the Cutlass sport coupe. The sedans and wagons are all four-door.

Styling changes in the F-85 are minor compared with those in the bigger Oldsmobile series. Except to accommodate the new trim details, the sheet metal has hardly been touched.

The grille is an obvious descendant of last year's version and features the same

The roof line on the two-door hardtop is styled to resemble a convertible. The example shown is a 1962 Starfire.





Oldsmobile identifies its 1962 series with distinctive taillight treatments. Shown at the top with two oval lenses is the new Starfire. The similar set in the middle belongs to a 98 and the lone light at bottom is on the new 88.

kind of convex, vertical bars. These now fill the whole intake cavity, however, displacing the block letters spelling "Oldsmobile" across the lower front of the 1961 model. The letters have been moved to the hood, just above the grille. And the upper third of the cavity is now separated from the lower two-thirds by a slender, horizontal bar connecting the two sets of dual headlights.

At the rear, the taillights have been paired while the back-up lights are now repositioned below the bumper.

Side trim on deluxe styles has been raised to the concave section of the body panel from its 1961 position on the ridge extending from the headlight to the rear wheel well.

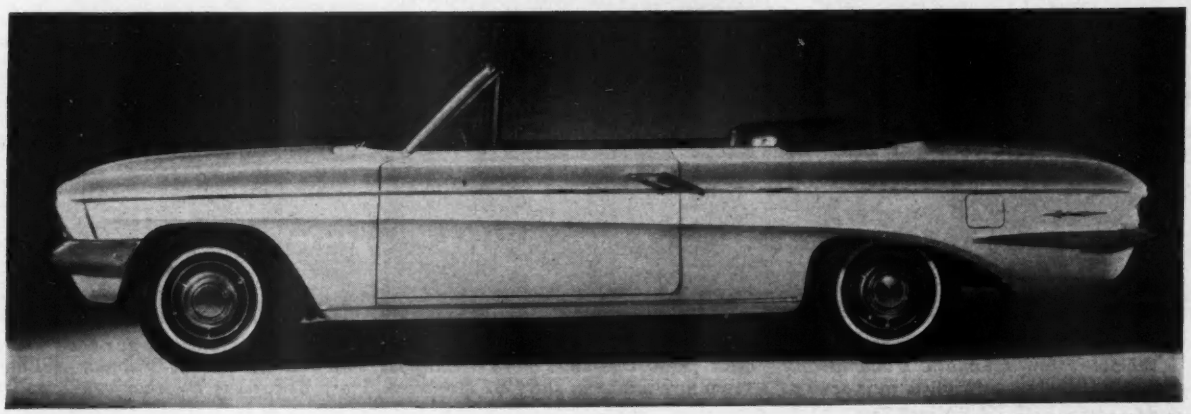
One further body change is found inside the F-85. Approximately two inches have been added to the distance between the front and rear seats.

Under the hood is the familiar 215-cubic-inch, aluminum V-8. Oldsmobile has elected to feature this engine exclusively for 1962, rather than follow Buick's decision to offer it just as an option.

Ratings of the F-85 powerplant are the same as in 1961. The normal version, with a two-barrel carburetor and 8.75-to-1 compression ratio, produces 155 hp. A modification standard in the Cutlass and optional in other F-85 styles has four-barrel carburetion and 10.25 compression to deliver 185 hp.

Mechanical innovations are few and far between in any of the 1962 Oldsmobiles. Perhaps the most significant is what the factory describes as a "pressure-compensating shift pattern" for the new Hydramatic introduced last year. Designed to provide smoother transitions between speed ranges, this feature is found throughout the line. /MT

A new grille and the addition of a convertible to the line are highlights of this year's F-85, but the big news developed after MT's Oldsmobile story went to press — an exciting engine option described in "Motor Trends" on page 34.



MERCURY

Quite a different new face from a relatively minor lifting

THE BIG "M" has been trimmed to two series. This year, Mercury offers its full-size car as the Monterey and Monterey Custom exclusively. The lower-priced Meteor is scheduled to reappear later in the season as an all-new, smaller vehicle resembling the 1962 Ford Fairlane.

The senior Mercury has several changes in sheet metal, though its specifications are similar to those of the 1961 Monterey. The wheelbase remains 120 inches, for example, while overall length has been increased just one inch to 215.5 inches. Width and height are 79.5 and 54.9 inches, respectively.

Both the Monterey and Monterey Custom are available as two-door hardtops, four-door sedans and hardtops and four-door station wagons equipped for either six or nine passengers. In addition, the Monterey is offered as a two-door sedan and the Monterey Custom as a convertible.

Special designations for the wagons are Commuter in the Monterey series and Colony Park in the Monterey Custom. The latter is one of the few cars of its type to retain simulated wood paneling.

The 1962 Mercury grille revives a familiar theme for the make — slender, vertical bars with a convex surface. The headlights are mounted in individual bezels that jut out from the grille. A molding across the front of the hood wraps around the sides of the car to join the rear quarter trim.

New taillights project from tubular housings at either side of the rear deck. Across the back is a concave applique that repeats the vertical motif of the grille.

On all body styles but the convertible, the roof extends further forward for better shading in the front passenger compartment. This cuts 167 square inches off the top of the windshield but does not affect the driver's forward view.

Only slight changes are found in the 1962 Mercury engines. The top economy offering is still the 223-cubic-inch Six, which has gained three hp and three lbs.-ft. of torque this year. Its output figures are now 138 hp at 4200 rpm and 203 lbs.-ft. at 2200 rpm. Featuring the zero-lash valve train described in the June issue of MOTOR TREND, this unit has a single-barrel carburetor and an 8.4-to-1 compression ratio.

The standard V-8 displaces 292 cubic inches and produces 170 hp at 4200 rpm, five hp less than the 1961 equivalent. Torque, however, remains the same 279 lbs.-ft. at 2200 rpm. Single two-barrel carburetion and 8.8-to-1 compression complete the basic specs for this unit.

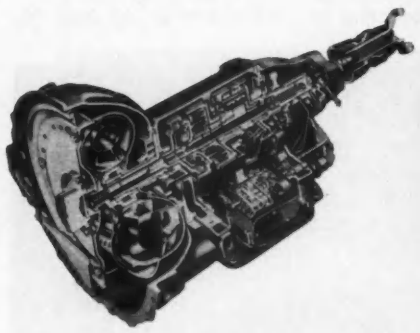
Two bigger V-8's are available as options. The first of these is a 352-cubic-incher with 220 hp at 4300 rpm and 336 lbs.-ft. at 2600 rpm; its carburetor is a single two-barrel and compression ratio 8.9-to-1. The second has 390 cubic inches, 300 hp at 4600 rpm and 427 lbs.-ft. at 2800 rpm and is fitted with a four-barrel carburetor and a 9.6-to-1 compression ratio. As a police option, Mercury provides a modified version of the 390-cubic-inch V-8 that delivers 330 hp at 5,000 rpm and 427 lbs.-ft. at 3200 rpm.

A new feature of the 352- and 390-cubic-inch engines is a combined water and exhaust heating system for the intake manifold, which provides more even control over the temperature of incoming air-fuel mixture and warms the manifold faster.

Last year, Mercury joined the Ford Motor Company's other full-size cars in announcing a 30,000-mile interval for normal chassis lubrication. The 1962 model extends several other items of routine maintenance to the same figure. The front wheel bearings are repacked, the driveshaft U-joints greased, the fuel filter changed and the long-life radiator coolant flushed at the 30,000-mile point.

And, thanks to a new oil filter introduced last year by Lincoln, Mercury now claims a 6,000-mile period between oil changes.

Engineering features that are continued from 1961 include the "Cushion-Link" suspension, which allows the wheels to move rearward slightly under impact, and self-adjusting brakes with stress-relieved drums to retain roundness. /MT



Multi-Drive Mercomatic is retained as the line's top automatic transmission. Its shifting is controlled by vacuum.

Like the overall structure, Mercury's dash panel resembles Ford's. Changes inside are minor in the 1962 Monterey.

The rear sheet metal has been sharply altered for 1962. Tubular taillights are new, as is the rear deck applique.

FOR STYLING AND LUXURY, THE OUTSTANDING BODY STYLE IN THE 1962 MERCURY LINE IS THE DASHING MONTEREY CUSTOM CONVERTIBLE.

The Monterey Custom is available as a four-door hardtop, shown above, a four-door sedan, a two-door hardtop and a convertible. The Monterey is offered as a two- or four-door sedan and a two- or four-door hardtop. Both series also include four-door station wagons, the Custom Colony Park and Monterey Commuter, with either six or nine seats.

THE LATEST COMET CARRIES A MERCURY NAMEPLATE AND WHAT LOOKS VERY MUCH LIKE A MERCURY GRILLE, WITH CONVEX VERTICAL BARS.

COMET

A **NEW LOOK** and a new name head the list of Comet innovations this year. Beyond the usual grille change, the 1962 Comet sedan has new sheet metal at the rear, modifying the appearance and increasing luggage capacity. And it is no longer just a "Comet"—the nameplate and registration certificate now read "Mercury."

The power train and chassis are basically unchanged, though they contain a number of detail refinements for smoother, quieter operation.

Mercury offers the Comet in nine styles: two- and four-door sedan and two- and four-door wagon, with either standard or Custom finish, plus a sports version of the two-door sedan, the S-22. The Custom is now considered a distinct series, rather than a simple trim option.

The new grille features vertical bars with a convex surface, emphasizing the Comet's kinship with the bigger Mercury products. As on the 1960 and 1961 models, the four headlights are mounted in separate bezels within the grille area.

At the rear, the 1962 Comet sedan has a higher, flatter trunk, subdued fins and new circular taillights that are set into a concave panel extending across the lower portion of the deck. To complement the larger trunk volume, the lid is wider and deeper for easier access.

The overall pattern of small canted fins and multiple round taillights is taken from last year's Mercury which, in turn, borrowed it from the 1960 Lincoln. The regular Comet sedan has two red lights at either side and optional back-up lights mounted inboard. On the S-22, three lights are used; back-up lights are standard and are placed at the center of each set.

The new fins are set inboard slightly, forcing a change in side trim. Moldings now curve downward on the rear quarter panels, instead of following their previous paths along the edges of the bolder 1960 and 1961 fins.

Changes in the wagon are less extensive and involve relatively little sheet metal. There is a new molding across the rear and the taillights are pairs of small, circular lenses. When back-up lights are installed, they replace the inboard taillight of each set.

Inside, the 1962 Comet has a restyled instrument cluster and a matching chrome-and-white finish for the steering wheel, turn signal switch, shift lever and door hardware.

The Custom interior differs from the standard in its bright trim panel moldings, carpeting, better trim with pleating, contoured front seat back and locking glove box. The S-22 adds the further luxury of bucket front seats, divided by a center console that doubles as a storage compartment.

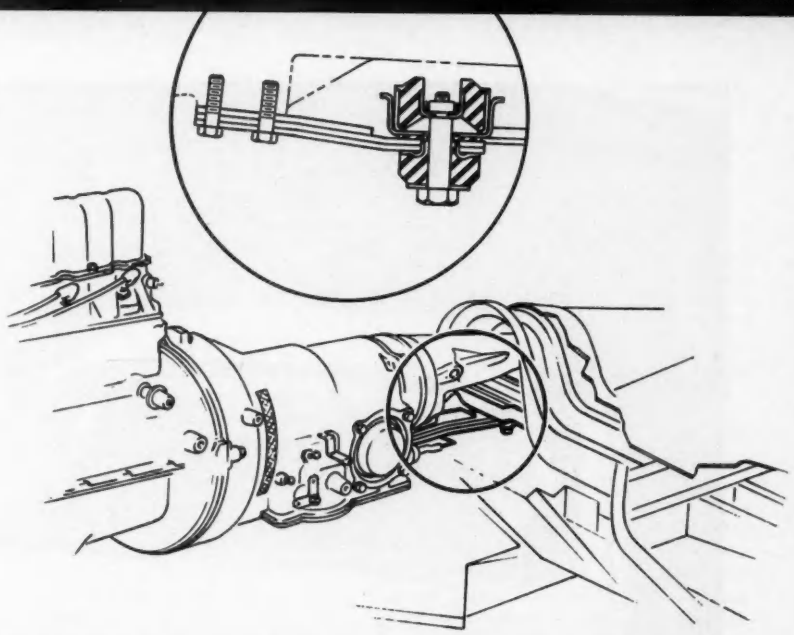
Comet engines for 1962 are the familiar 144- and 170-cubic-inch Sixes, both with single-barrel carburetion and 8.7-to-1 compression. The smaller unit produces 85 hp at 4200 rpm and 134 lbs.-ft. of torque at 2,000, while the bigger one has 101 hp at 4400 and 156 lbs.-ft. at 2400.

The most significant improvements connected with the powerplant involve filtration. The fuel filter now has a replaceable element good for 30,000 miles of normal service, and the oil filter is an improved type that allows the factory to recommend 6,000 miles between oil changes.

The cooling system is now sealed and contains an ethylene glycol solution, also good for 30,000 miles of driving.

Other mechanical refinements ease some of the Comet's rough spots and reduce the noise level. They add little to the functional value of the car but they do increase owner satisfaction. As examples, the crankshaft and main bearings have been altered to reduce the "power pound" characteristic of smaller engines and brake wheel cylinders are baffled to eliminate the clunk caused by successive stops in opposite directions.

Chassis changes do *not* include extended lubrication. According to factory spokesmen, the sealed fittings used on the Ford Motor Company's bigger cars are not yet adaptable to the type of ball joints employed in the Comet's suspension. /MT

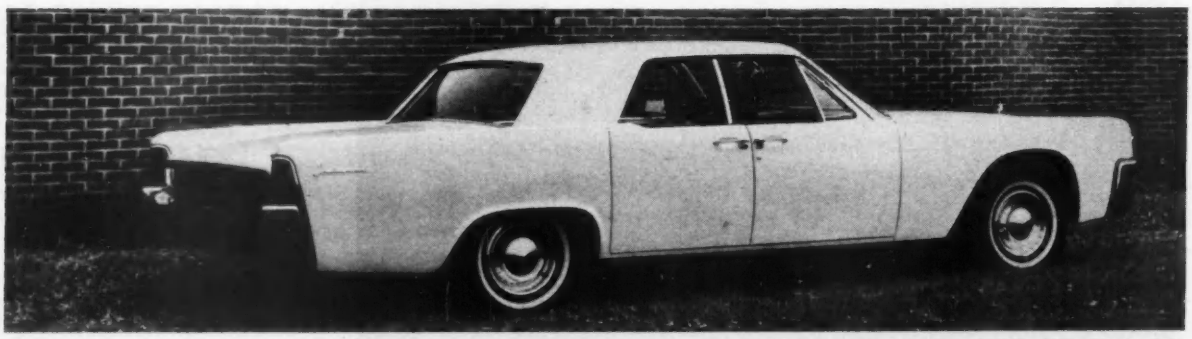


Engineering improvements in the new Comet are aimed at a lower level of vibration and noise. An example is a new rear engine mount consisting of a three-leaf steel spring, dual rubber insulator and a special bracket to attach it to the framework of the car.

The Comet wagon continues to share the basic Falcon shell and is three inches shorter than the sedan. New styling touches this year are found in the taillights and moldings.

Major sheet metal changes are found at the rear of the 1962 Comet sedan. Deck is higher and flatter while taillights and fins have been redesigned to look like those of a Mercury.

LINCOLN



BASIC BODY LINES OF THE NEW CONTINENTAL ARE CONTINUED FROM 1961. THE ONLY CHANGES ARE THE GRILLE AND DECK TRIM.

An idea in luxury that's not about to change

THE CONCEPT and quality of the 1961 Lincoln Continental are being continued for the coming season. A sensation when it first appeared, last year's Continental attracted immediate attention with its idea of superb luxury in a neat, trim package. And it held still further interest because of its careful assembly.

The appearance is modified only slightly for 1962, while the few engineering refinements are intended to strengthen the emphasis on quality.

Rarely has an all-new car won such an outstanding reputation in its freshman year. The 1961 Continental established a new standard of quality for mass-produced automobiles. Each engine was run for three hours and each transmission for 30 minutes; then both components were fully inspected and adjusted before being installed. Finally, each finished car was subjected to a 12-mile road test at the hands of a special factory technician.

When the car reached the customer, it was supposed to be ready for 6,000 miles of driving without any servicing. If any faults did show up, they were covered by a dealer warranty period of 24,000 miles or 24 months, twice the industry average.

The 1962 Continental is a continuation of the same vehicle and the same policy. It is designed to further Lincoln's ambition to build the finest automobile in the United States.

Dimensions of the car are unchanged. Mounted on a 123-inch wheelbase, the unit body is 213 inches long, 53.7 inches high and 78.6 inches wide. It is available in two styles, sedan and convertible, both four-door.

Externally, the biggest changes are in frontal styling. The 1962 grille has a texture of floating rectangles, similar to those used on the 1959 Mercury, and is highlighted by a slender cross-piece connecting the two sets of headlights. The lights themselves are mounted one inch higher in simplified bezels. At the rear, the applique on the lower deck panel has been restyled to match the new grille.

The convertible has an additional styling refinement — the top bows have been flattened and the rear window squared off to provide a sleeker, crisper roof line.

Leading the list of interior modifications are two new choices in fabrics, a new stitch style and a new selection of colors. Others include a large ash tray at the center of the dash in cars without air conditioning and a fixed cooling register in cars with the unit. The register is placed higher to increase legroom for the middle passenger.

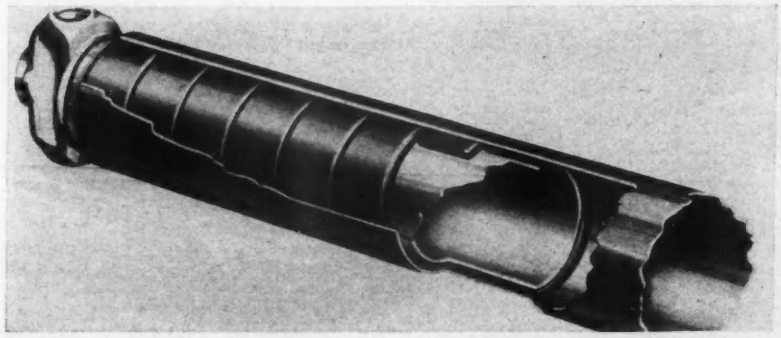
The Lincoln engine is basically unchanged. Displacing 430 cubic inches, it develops 300 hp at 4100 rpm and 465 lbs.-ft. of torque at 2,000 rpm. Carburetion is through a single two-barrel and compression is 10-to-1. An interesting improvement to the powerplant is a water-heated control for the automatic choke that functions more accurately than the usual method of relying on hot air from the exhaust manifold.

Also new under the hood is a sealed cooling system, containing ethylene glycol with a new, longer-lasting inhibitor. It requires attention once every 30,000 miles or two years, coinciding with the lubrication interval Lincoln announced last year.

The suspension, coils at the front and semi-elliptics at the rear, contains no important alterations. It continues to feature controlled recession for the wheels, allowing them to move backward slightly on impact to absorb road shocks more smoothly.

A NEW SELECTION OF UPHOLSTERY MATERIALS IS OFFERED FOR THE 1962 CONTINENTAL.

CONTINENTAL



LINCOLN'S QUEST FOR QUIET IS SHOWN BY THIS RUBBER BUSHING IN THE DRIVESHAFT.

Among minor changes in the 1962 Continental are increased and improved body insulation, redistributed for better effect; a simplified mechanism for the hydraulic windshield wipers; a kink-free, self-lubricating speedometer cable and a constant-viscosity shock absorber fluid for smoother road behavior in cold weather.

New options for the car include a remote-control outside mirror, automatic headlight dimmer, electric antenna and vacuum-powered, automatic deck lid release. /MT

MT looks at the CHRYSLER Corporation

The inside story on the 1962 Chrysler products appeared in last month's MOTOR TREND. Now, the corporation has lifted the wraps to show what its new cars look like.

Imperial and Chrysler have shed their fins for a lower, fleeter appearance and the compact Valiant

Valiant

GRILLEWORK ON THE 1962 VALIANT IS PATTERNED AFTER THAT OF THE CHRYSLER.

A blacked-out grille and round medallion identify Valiant's bucket-seated sports style, the Signet. Body is two-door hardtop.

Restyling on the Plymouth compact includes a new side trim, repositioned taillights, a smooth trunk lid. Engine choices are normal slant Sizes of 170 and 225 cubic inches.

and Lancer have added new trim to their original body shells.

But the big news concerns Plymouth and Dodge. Both feature new, smaller designs that take obvious styling cues from the Valiant and Lancer. Using the same unit body, Plymouth applies relatively little trim, while Dodge adds distinctive sculpturing and decoration.

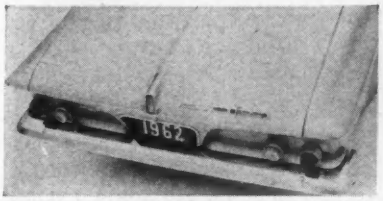
New sports styles appear in several lines. In addition to the 300-H, Chrysler has a lower-priced 300 series replacing the Windsor. Valiant and Lancer have bucket-seated hardtops, called the Signet and Gran Turismo, respectively. And Dodge has a special version of its two-door hardtop and convertible, the Polara 500, featuring individual seats and a central console.

All six cars now emanate from just two corporate divisions — Imperial, Chrysler, Plymouth and Valiant from Chrysler-Plymouth, and Dodge and Lancer from Dodge.

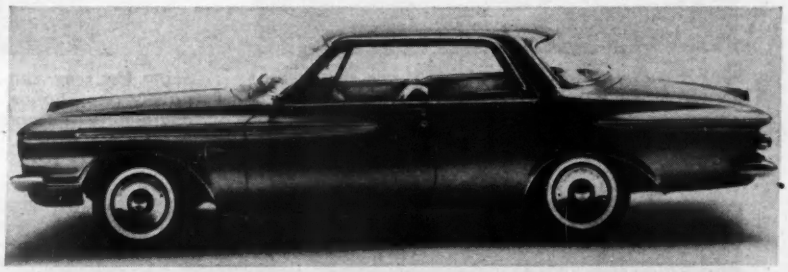
line-up for '62

Plymouth

Plymouth's styling for 1962 shows to particular advantage in the convertible, a Fury body type. The overall length of the car is reduced 7.5 inches this year.



Despite a complete change in styling, the rear deck of the new Plymouth has a resemblance to last year's version.



Simple, bold lines are a highlight of the new body design. The square roof line adds more head room in the rear seat of the popular two-door hardtop.

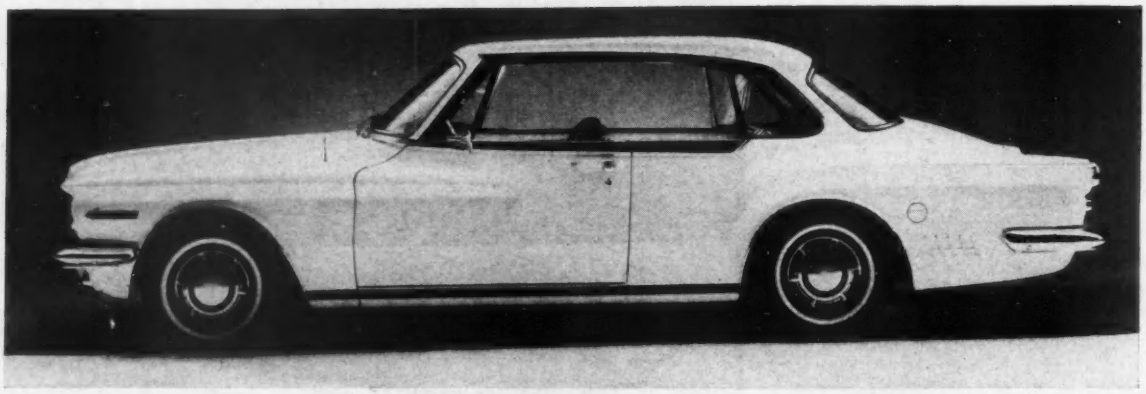
Plymouth wagons measure 210 inches in length, compared to 202 for sedans. Engines include a 145-hp Six and 230-, 260- and 305-hp eight-cylinder units.

Lancer

A quick check of the new Lancer against last year's reveals no changes in sheet metal, though the grille is altered. A new texture adds a brighter appearance.

Bucket seats and vinyl upholstery are features of the Gran Turismo, Lancer's entry in the new sports coupe sweepstakes. Standard engine is 101-hp Six.

From the rear, the latest version of Dodge's compact shows hardly any change. A 145-hp, 225-cubic-inch powerplant is available as an option and is noted for an aluminum block.



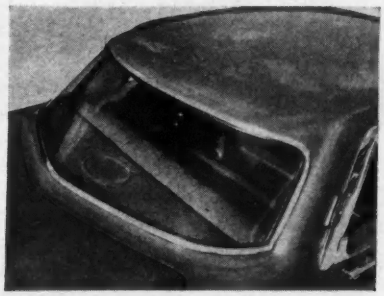
THE EXTERIOR OF THE NEW GRAN TURISMO COUPE, WHICH IS REALLY A TWO-DOOR HARDTOP, FEATURES VERY LITTLE CHROME TRIM.

A DART FOUR-DOOR HARDTOP SHOWS THE LINE'S UNUSUAL FRONT STYLING. HEADLIGHTS ARE MOUNTED BOTH IN AND OUT OF THE GRILLE!

Dodge Dart

Sharper, squarer look of new Dart blends well with the wagon's lines. Like Plymouth, Dodge builds its wagons slightly longer than sedans. Figures are 209 inches for utility vehicle and 202 for passenger car.

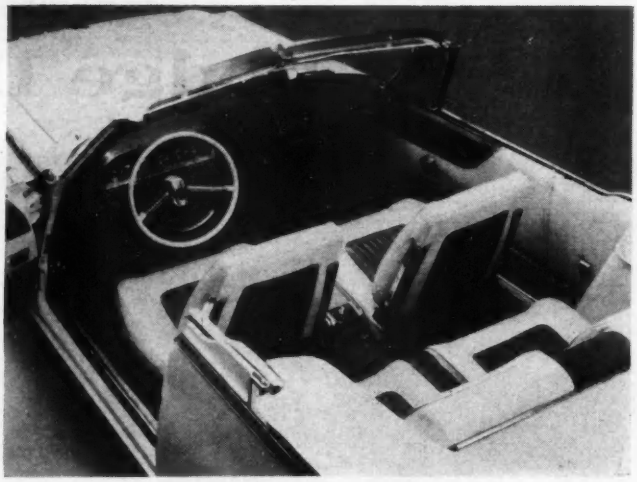
The shape of the Dart's rear window, shown below, will remind a few people of the 1947 Studebaker! Dart engines this year include the familiar 145-hp Six and V-8's of 230, 260 and 305 hp.



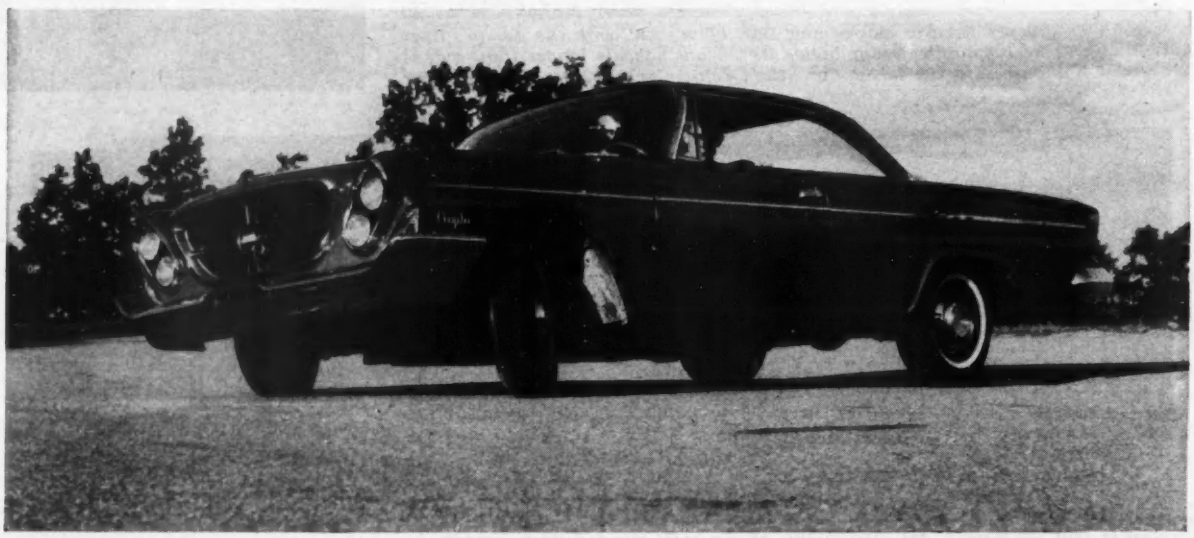
UNUSUAL LENS MOUNTINGS ARE ALSO FOUND AT THE REAR. THE TAILLIGHTS ARE SET LOW, BACK-UP LIGHTS ABOVE THEM.

Dodge Polara

The new Polara 500 is totally unlike the '61 Polara series. Featuring two-door hardtop and convertible styles only, it is more of a Thunderbird-type vehicle than a family car. It is powered by the 305-hp, 361-cubic-inch Dodge V-8 and has automatic transmission, power steering and brakes among items of standard equipment. The interior is very much like that of Ford's luxury car — four separate seats with a console in the center.



Chrysler



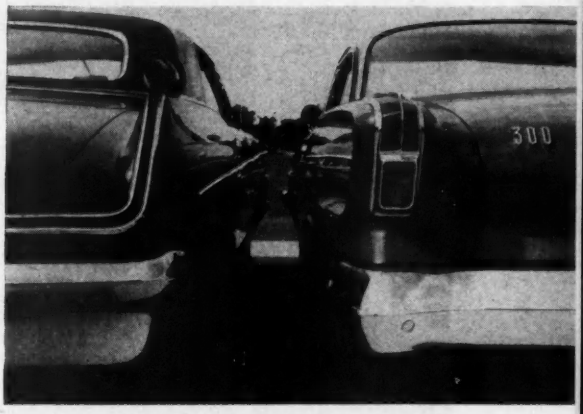
AN ALL-NEW 300 REPLACES THE WINDSOR IN CHRYSLER'S 1962 LINE. ENGINES RANGING FROM 305 TO OVER 400 HP WILL BE OFFERED.

The new 300 convertible features semi-bucket seats in the front. Other styles include two-door, four-door hardtops.

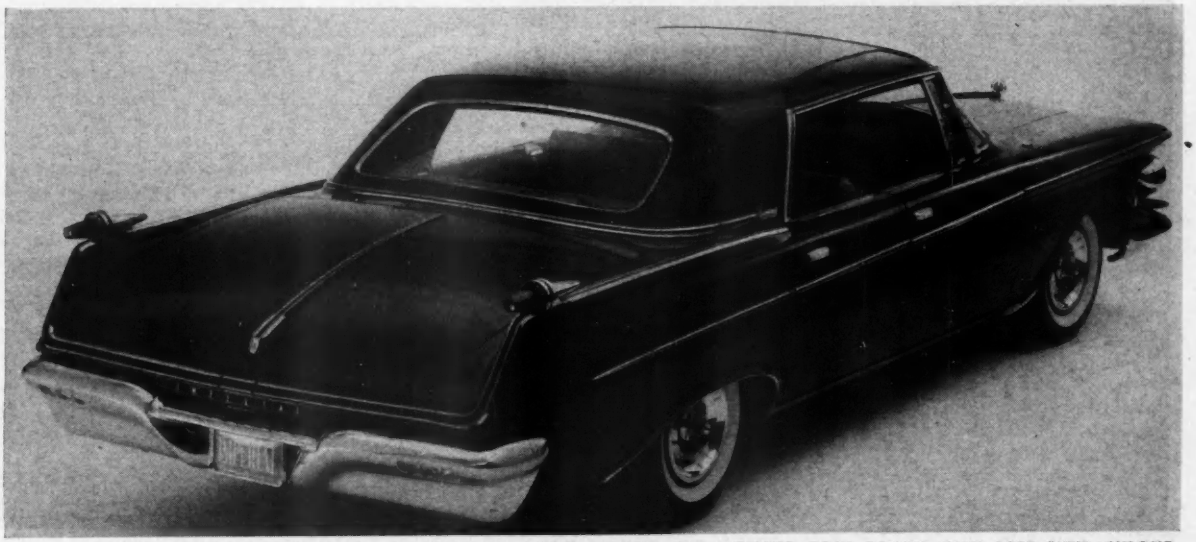
Chrysler's Newport was one of the medium-priced field's most popular cars last year. The four-door hardtop above shows the restrained appearance of the 1962 version. The top of the line is still held by the big New Yorker.

Imperial

A split grille and free-standing headlights dominate the front of the 1962 Imperial. Powerplant for the car is a 340-hp V-8.



Imperial and Chrysler have both shed their fins, as shown in this view of a Le Baron and a 300.



TRIMMER, CLEANER STYLING IS THE RESULT OF IMPERIAL'S LATEST FACELIFT. THE INDENTED ROOF PANELS HAVE LOST THEIR CHROME.

Grand Prix's front end sheet metal is virtually identical to standard Pontiac, although grille is considerably different, individualizing sporty coupe.

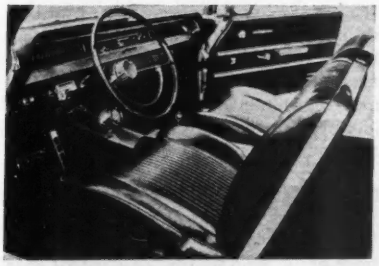
PONTIAC'S Grand Prix

REAR TREATMENT OF NEW GRAND PRIX MODEL FEATURES QUASI-GRILLE ACROSS DECK LID AND SINGLE TAILLIGHTS INSTEAD OF L-SHAPED UNITS.

TRADITIONALLY, Pontiac has represented the full range of performance — from economy to all-out acceleration. It is understandable then that the announcement of the new sporty Grand Prix is of more than passing interest to the performance enthusiast.

The new offering is a two-door hardtop coupe, which has its own distinctive exterior styling appointments, front bucket seats, custom upholstery, a console, tachometer and a four-barrel-carburetor version of Pontiac's well-known 389-cubic-inch V-8.

Although unmistakably a Pontiac, the Grand Prix has exterior styling touches that are all its own. In front the most prominent of these is the grille. Instead of the flat bars which continue toward the V-shaped centerpiece, the Grand Prix has a deeply recessed, less noticeable grille. In the rear the deck lid has a simulated grille, and the insert behind the nameplate is deleted. Taillights are also slightly different.



Interior is plush, with semi-bucket seats, tachometer and floor-mounted gearshift lever, plus the luxury details.

The semi-bucket front seats and rear seats are upholstered in ribbed, expanded vinyl Morrokide, with five different colors available. Other interior features that will be standard equipment on the Grand Prix include rear seat center armrest and radio speaker grille, instrument panel cushion, custom steering wheel, electric clock, door reflectors and four ash trays.

Powering the new Grand Prix will be Pontiac's four-barrel-carburetor engine with 10.25-to-1 compression ratio. In this form the engine turns out 303 hp at 4600 rpm, with 425 lbs.-ft. of torque at 2800 rpm. Available optionally are three more powerful versions of this same powerplant. All have 10.75-to-1 compression ratios. One has triple two-barrel carburetors and is rated at 318 hp at 4600 rpm, with 430 lbs.-ft. of torque at 3200 rpm. A four-barrel-carburetor option produces 333 hp at 4800 rpm, with 425 lbs.-ft. of torque

continued on page 88

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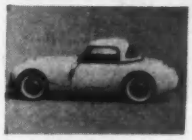
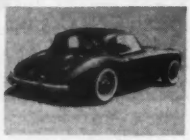
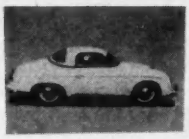
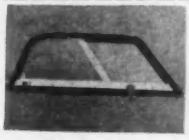
& DOUBLE SLIDING SIDE PANELS


A/H Sprite thru 61

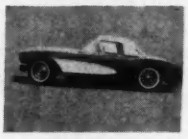

A. Healey thru 61

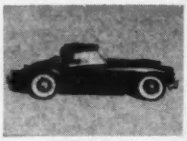
A. Healey thru 56


Porsche thru 61


Double sliding side panel

Sunbeam Alpine Top


Corvette top available for all models


MGA thru 61

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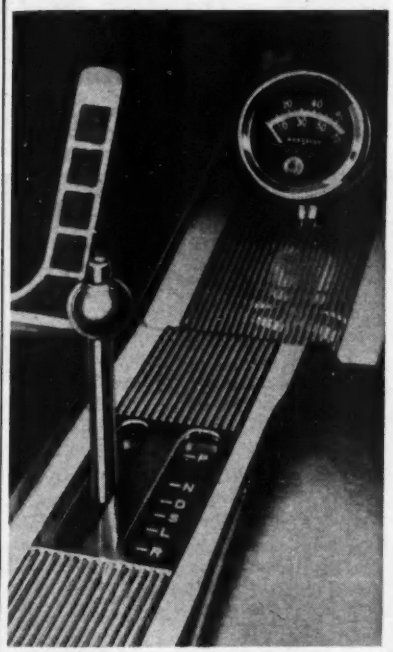
PONTIAC Grand Prix

at 2800 rpm. The most powerful version has a triple two-barrel-carburetor layout and is rated at 348 hp at 4800 rpm and 430 lbs.-ft. of torque at 3200 rpm.

Teamed with the normal engine as standard equipment will be Pontiac's heavy-duty synchromesh manual transmission and heavy-duty clutch. Available optionally is a four-speed synchromesh manual and Pontiac's three-speed Hydramatic with torque converter. For the optional transmissions, a shift lever is mounted in the front floor console.

Built on a 120-inch wheelbase, the new Grand Prix has an overall height of 54.5 inches, and is 211.6 inches in length, with width totaling 78.6 inches.

The Grand Prix also has the benefits of all the new engineering developments of the 1962 Pontiac. A feature story in last month's issue covered this fully, but briefly, some of the more important ones are worth another mention. A chassis lubrication interval increased to 35,000 miles and crankcase oil drain interval increased to 4,000 miles. The new engine has a new intake manifold. Both front and rear suspension systems have been revised for better isolation of shock and noise resulting from a rough road surface. A redesign of steering components enables a 3- to 3.5-foot reduction in turning diameter for improved car maneuverability. /MT



Floor-mounted gearshift lever is available with either the Hydramatic or four-speed manual transmission.

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No. 458 —Dice knob . . . . . each 1.50
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TRIPLE CHROME PLATED

Change colored door lock knobs to all chrome. Customizes interior of car and brightens inside of door. Sizes to fit all cars listed below.

Stk. No.	CAR
673	G.M. thru '60
674	61 G.M. All
675	Chrys. Prod.

Stk. No.	Car
673	All Ramblers
675	Ford Prod.
673	(exc. Falcon & Comet)

Specify car year and model when ordering. Per PAIR—POSTPAID 75c

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CAST IRON

For All Cars with Exhaust Pipes 1¾" to 2½"

Exhaust tone is controlled from the dash. Can be used as a cut-out in the country and closed in restricted areas. Can also be used to operate two different tuned pipes. Sturdy cast iron construction. Easily installed.

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Customize Your Car With Colored Instrument Lights.

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Each . . . . . POSTPAID $1.00

Kandy Kolor GEAR SHIFT BALLS

CHOICE OF 6 BEAUTIFUL COLORS

1½" DIAM. 2" DIA.

Two extra-large sizes—1½" or 2" diameters. Choose from 6 new eye-catching colors.

New oversize gear-shift balls of polished bakelite in striking looking Kandy Kolors—the latest trend in customizing car interiors. Extremely practical, too—fit the palm of the hand perfectly for smooth, comfortable gripping. Each size has ⅜" threaded brass insert—will fit any car. Available in the following brilliant colors:

Color	1½" Dia. 2" Dia. Stk. No.	Stk. No.	Each
Kandy Apple Red	129A	140A	POSTPAID $2.00
Kandy Blue	129B	140B	
Kandy Green Mint	129C	140C	
Kandy Pagan Gold	129D	140D	
Kandy Burgundy	129E	140E	
Kandy Lime Ice	129F	140F	

DUAL MUFFLER SYSTEM for 60-61 CORVAIR

Complete with 2 Fiberglass or Steel Packed Mufflers.
• Reduces back pressure.
• Increases gas mileage.
• Increases horsepower.
• Increases top speed.
• Easily installed in approx. 15 minutes—nothing else to buy.

Makes a real sports car of the 60-61 Corvair. The smoother, easier and more powerful way to improve the all-around performance of the 60-61 Corvair is to install this dual muffler exhaust system. Eliminates back pressure and comprises of crossover pipe and stock mufflers —allows exhaust gases to flow freely and lets the engine develop its top power, its top economy. Kit contains 2 fiberglass or steel packed mufflers with exhaust pipe, tail pipes, clamps, and instructions.

	With 2 Steel Packed Mufflers Muffitors 687A	With 2 Glass Packed Mufflers 688A	
60-61 Corv. Sed. 1961 Corv. 5, w/ 4&7 9 Inter.-eng. 1961 Corvair Pick-Up, Greenbrier & Corvan	687A	688A	Per Kit $14.95

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CHOICE OF FIVE DESIGNS

Whether your sport is hot rods, sport cars, boats, ¼ midgets or chess, here is a jacket that fits any sportsman's club treasury. It's a colorful, high quality coat that is carefully tailored from the finest Dan River sanforized washable poplin in popular wind-breaker styling. Has such desired features as roomy combat pockets, easy-sliding zipper front, comfortable rib elastic inserts—and it is treated with DuPont's "Arridex" to make it water and spot repellent.

The classy jacket is available in any of 3 designs: "NO CLUB—LONE WOLF"—"WAVE GOODIES—WILL TRAVEL"—"ROAD DEVILS"—"NIGHT PROWLERS"—or "CAM BUSTERS"—which are permanently silk-screened on back of jacket, and then flocked for a velvet-like effect. Choice of 3 colors: Red with White emblem, or White with Black emblem. Men's sizes: Small, Medium, Large, or Extra Large. When ordering, be sure to specify jacket color, size and emblem desired.

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Precision Made Imitation Hollywood Whistle That Will Give the Wolf Call. Includes a Barking Dog . . . and Other Effects. Produces all kinds of sounds with this reliable signal of distinctive, unusual, attracts attention. Easily installed. Ideal for cars—boats; ideal for Buicks, motorcycles, motor boats, and outboard motors. Fits on intake manifold. Whistle is quality made with gray hammertoid finish, complete with rubber cable. Installation instructions included, takes only minutes.

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FUZZY CAR MUFFS for Mirror, Visor or Horn Ring

Soft, fuzzy white angora-type fur muffs—add distinctive touches to the interior of your car.

Elastic insert for easy attaching, easy removal—hold muffs securely.

• Newest countryside rage.
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CUSTOM FIT FENDER WELL

FOR ALL CARS

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When ordering, specify make, year, and model of car.

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With or Without New Red Spark Plug Cables.

FOR OHV ENGINES FOR FLATHEAD ENGINES

These beautifully designed chrome plated tubular steel wire looms (custom engineered for each make of motor) add the final touch of beauty. Practical as well as beautiful, they are designed to keep spark plug cables away from engine heat. Completely protects against heat-soak plug cables, or loss cables.

	With Cables	Less Cables	
CHEVROLET 6 37-53 All 54-61 exc. Corvair	500A	$4.39	501A $3.67
CHEVROLET V8 55-59 exc. 348 eng. 60-61 exc. 348 eng. 58-60 348	500B	4.95	501B 3.98
	500C	9.50	501C 5.95
	500D	10.50	
	501E	10.50	501D 5.50
DODGE & DESOTO 35-61 All	500A	4.39	501A 3.67
FORD V8 52-59 All	500A	4.39	501A 3.67
FORD V8 32-48 All 49-53 All 54-61 exc. Inter.-eng. 58-60 Inter.-eng.	500C	6.50	501C 3.71
	500N	8.75	501N 3.71
	500N	9.50	501G 3.95
OLDSMOBILE V8 49-58 All	500J	10.50	501H 5.50
PLYMOUTH 6 35-61 All	500C	6.50	501J 3.71
	500A	4.39	501A 3.67

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For Front & Rear All 57-61 Cars

EXTRA THICK CHOICE OF 6 COLORS

New, Extra Beautiful Rubber Floor Mats—make any car interior "look like a million". New Brilliant Colors Plus Shiny 7" diameter Gold Motor Medallion Insert (gold foil under plastic—can never tarnish—always retains it's shiny sparkle) make this mats truly luxury. It's out. A New Floor Mat that does more for the car interior than any original equipment mat. Look at all the superior features.

• Firewall Coating
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For all makes of Cars.

• Shell length only 11 inches long.
• Overall length 14" Diameter 5"
THE MUFFLER WITH THE LOUDEST R-O-A-R!
• Straight-thru construction with perforated inner core. No Packing—No Baffles
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• Universal end caps with bushings make this muffler adaptable to any size tailpipe
• Complete with clamps and bolts.
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HOT SPARK INTENSIFIER

For all cars. Pees up all ignition systems. Results in faster starting, smoother idling and better gas mileage—overall improved motor performance. Slips into distributor cap assembly—no tools needed. Also improves high speed performance and stops pinging and faulting.

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The newest, hottest car decoration since fox tails and hanging dice — the hula-hula doll that does everything the hula girls in Hawaii do!

Lifelike doll has a simulated green grass skirt and she's strummed on a uke—she stands 9" high and can be easily mounted on rear window ledge or dash with ordinary household glue or adhesive. Here's how she shimmys and shakes—her legs and body are connected by a sturdy wire spring that vibrates with every motion of the car, causing the hula doll to move her body like the real thing.

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• Protects rear deck from discoloration, buckling due to sun rays.
• Fits all cars.

Luxurious hi-pile top quality nylon moose loop mat with non-skid rubber backing. Available in white, pink, or black. Latex back in choice of 3 colors. Large enough to fit the widest rear shelf—can be easily trimmed to exact fit with scissors or razor blade. Can be easily washed when soiled.

No. 356 A	—White.	POSTPAID Each $5.25
No. 356 P	—Pink.	
No. 356 C	—Black.	

Shaggy Material. Same material as described above—can be used for customizing covering seats, door panels, etc. 36" wide. Per Yard.

No. 355 A	—White.	POSTPAID $7.25
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No. 355 C	—Black.	

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• Fits floor shift and exhaust shaft cross for all cars (except Corvette).
• Fits the pulse of the hand for that smooth comfortable grip.
• 1⅝" diameter . . . weighs 16 oz.
• Newest style accessory to give your car that finishing touch in customizing.

Gear shift balls are drilled and furnished with bushings to fit any car (except Corvette). No. 316 —
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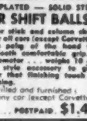
FLAMING EYEBALL DECALS



Attention-getting, colorful decals that lend an unusual effect to any car interior. Featuring blood-shot eyes in red, yellow, black and orange. Easily applied to any clean, smooth surface—can be placed on inside trunk, fenders, dash, doors, or any suitable spot on car. Can be used to create many different effects. Will not fade, chip or peel. Each sheet 9"x12"

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Here is a "how-to-do-it" book about engine swapping. Contains model DHV engines with step-by-step method of installing into older cars and compacts. Includes information on installing Cadillac into Ford, Chevrolet into Ford, Chevrolet into Studebaker, plus late Chevrolet into early Chevrolet and others. Lists all electrical circuit changes. Information on adapters, engine weights, suspension and chassis data. Its 106 pages include lots of photos. Edited and published by Floyd Clymer.

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• Protects door edge from chipping and rusting.
• Adds beauty to the car.
• Easy to install — snap in place, no tools needed—won't come off.
• Made from highly polished, rustproof stainless steel.
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MELLOW TONE Fiber Glass Packed MUFFLERS

Custom designed and engineered to fit each make and model of car. Only alterations necessary increases horsepower, increases gas mileage, straight-thru construction, no back pressure, no high pitch resistance, deep powerful, non-offensive tones. Be sure to Specify Make of Car, Exact Year & Model, Type of Transmission, Single or Dual Exhaust.

Stk. No. 37—Each $4.95

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The Newest and Latest Custom Design Choice of White, Gold, Black, or Red

Ready made original design striping, easily applied in minutes. Can be applied on any clean, dry surface. Will not chip, peel or fade. Kit contains fifteen decals in nine different designs up to 61½" long.

Will stripe an entire car: fenders, trunk lid, hood, doors and other parts. Specify color when ordering. White, Gold, Black, Red.

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For All Cars With Front or Rear Coil Springs

For Use on All Coil Springs With or Without Shock Absorbers in the Car.

• Easy, quick way to lower front or rear ends.
• Adjustable 2" to 3" drop.
• Gives a car that low, long look.
• Reduces center of gravity—reduces wind resistance for added safety.
• Easily installed—no need to remove "A" frame or springs.
• No cutting, drilling or welding necessary.

Kits are complete with all necessary parts to lower both front or rear coil springs and full instructions.

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CHOICE OF 15 BEAUTIFUL COLORS & CLEAR

Enjoy a new looking car interior. Brightens and freshens faded and soiled fabrics. 12-oz. pressurized can — holds enough for use on headliner, door paneling and floor coverings. Does not rub or fade. Use to fur-tone upholstery. Choice of red, rust, brown, blue, dark or light green, dark or light blue, dark or light gray, yellow maroon, rose gold, silver, turquoise, black, or white as well as clear. Specify color when ordering.

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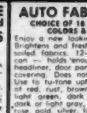

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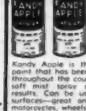

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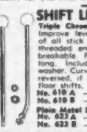

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CAR CLINIC

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Barney Navarro, one of the most experienced writers in the field, will answer readers' technical questions each month. Your letters are invited.

QUICK-CHANGE REAR END

I own a 1961 230-hp Corvette, with three-speed transmission and 4.11 rear end with Positraction. I would like to know if there is any way to increase my fuel economy on the highway without losing the pick-up of the 4.11 and the Positraction.

I have heard about quick-change rear ends and they sound like the answer, but supposedly the Positraction is lost when they are used.

Can you tell me what would be the best bet, other than a higher rear end, and approximately how much work and cost would be entailed?

Michael Kweller Pittsburgh, Pa.

An overdrive transmission would serve your purpose much better than the quick-change rear end. Unlike the simple shifting of the overdrive, the quick-change rear end requires that you get under the car, drain some grease and unbolt a cover to remove and swap gearsets.

An additional disadvantage for a town car is that the spur gears used in a quick-change unit are straight-cut — they are not helical — so they scream like a banshee.

SUPER-TUNING

In your recent report on the MG-A you stated that "some moderately expensive super tuning will considerably improve the car's performance."

Could you please tell me what the super tuning consists of?

Steve Coleson Burbank, Calif.

Super tuning is just another way of saying "hopping-up." The principles involved are the same as for any other engine, and the results are proportional to the sum of money you wish to spend.

MYSTERIOUS NOISE

I have replaced the Cruiseomatic transmission in my 1959 Thunderbird (352-cubic-inch engine) with a new Corvette four-speed transmission. At the same time I installed a new flywheel, clutch, pressure plate and driveshaft. I also replaced the 3.10 ring gear with a 3.70.

It was necessary to fabricate a new crossmember to support the tail of the transmission. This was made up of a piece of ⅜-inch-thick flat steel with a piece of four-inch channel stepped up to hold the rubber pad under the transmission.

From the instant the conversion was completed and I drove the car out of the shop I have had a noise somewhere in the drive line, which can be described mostly as a greaseless gear noise — in other words, gears running without lubrication. Incidentally, I do not have the noise when the car is cold. Also it occurs from 20-30 mph in third gear and 30-40 mph in fourth, or generally through the range when the engine develops its maximum torque.

We have checked alignment of the clutch and driveshaft and every bearing from front to rear. The rear end has been reworked and we have checked every conceivable thing without diminishing or eliminating the noise.

Can you give me some hint as to what this noise could be and how I might correct it?

Graddy C. Richard Lynchburg, Tenn.

Since 2500 miles separate me from your car, it is difficult to diagnose the source of noise in your automobile. Without hearing the exact sound, I can only guess from your description.

A clutch release bearing that is "riding" because of insufficient floor-to-pedal-arm clearance quite often will make a whirring sound easily mistaken for gear noise. The free travel is often taken up when the engine tilts in its mounts under load.

Metal-to-metal contact of the transmission and body often makes the normal gear noises more apparent, which can cause unwarranted alarm. Make sure that when the engine rocks under load, sufficient clearance still exists between all components.

BRAKE PROBLEM

As a last resort, I am writing to you for help in solving a brake problem on my 1956 Packard Clipper.

This trouble with the right rear brake started about two years ago. I let a very good friend use my car one night, and he brought it home complaining of a noise in the rear. I took a look — everything was completely burned out, including the drum. All parts were replaced. Since that time, I am unable to keep brake shoes on that wheel.

I have taken the car to brake specialists, and they can't correct it. It was suggested that I try a larger-volume wheel cylinder. It was found that a 1954 Chevrolet front-wheel cylinder would fit, so I replaced it with that. It didn't help, because with a sudden stop, the left will grab before the others.

Every part has been replaced in the system, including wheel bearings — but to no avail. The only thing that wasn't replaced are the lines running from the power brake unit to the rear wheels.

This car is driven approximately 100 miles a day, most of it in city driving, so with so much stop and go, produces such heat, causing fade, and the linings deteriorate rapidly. This is a terrific road hazard. I have done my best to correct it, but can't. Maybe you can help.

It is really too good of an automobile to discard because of one brake.

Nye R. Cross, Sr. Glendale, Ariz.

It sounds very much like you have a pinched line leading to your right rear brake assembly. Such a restriction would cause slow application of the brake and even slower release. The slow release would explain the excessive wear.

HARD WARM STARTS

I have a problem that seems to plague quite a few others who own 1950 Cadillacs and Oldsmobiles. The car starts easily and very quickly when the engine is cold but almost refuses to start after it is warmed up. Winter temperatures — freezing or below — help a little, but only in reducing

continued on page 92

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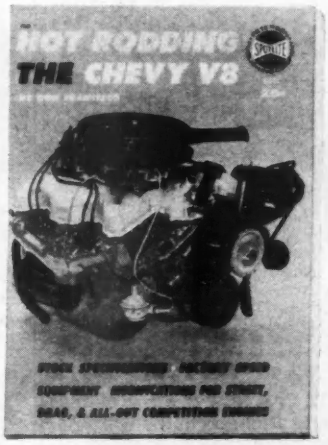

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the time it takes for the engine to get cold enough for a quick start.

My car is a 1950 Caddy with 160,000 miles. I've owned it every mile and am completely satisfied with everything but the refusal to start when warmed up. The engine turns over slowly, as though the battery were almost dead, but after a full 30 seconds of grinding, it usually does start. By this time the battery is half discharged.

At 134,000 miles new pistons, bearings, timing gear and chain, camshaft and a valve grind was done. The trouble was still there. The starter has new bearings and a new armature. Several batteries and cables have come and gone, with no help. Distributor timing and vacuum advance check out. Besides, after the engine is warm it grinds slowly whether the key is on or off.

Do you know how to get my Caddy back to the easy-starting car it used to be?
E. Zucchelli Marietta, Ohio

The difficulty that you are experiencing with your Cadillac is typical of early-model ohv Cads. The simplest and most effective cure is to install a 6-12-volt battery. This unit is actually a 12-volt battery separated in the middle and fitted with a solenoid that provides a series circuit to the starter and parallels the two halves when the starter switch is released. When in parallel, the double-six layout is easily charged by your present generator.

The extra voltage will not hurt your starter because the cranking time will not be great enough to induce overheating.

Back in the days when all U.S. automobiles used six-volt systems, boat racers utilized 12-volt batteries for starting, in order to get faster cranking of their six-volt starters.

Technically, d.c. motors (starters are d.c. motors) shouldn't be rated for exact voltages. Their current drain (amperes) is influenced by the voltage applied and it is the heating effect of the current flow that limits the amount of work that you can make one do.

FRONT-END VIBRATION

The front wheels of my 1955 Chevrolet vibrate violently when the car makes a sharp right turn. The wheels do not vibrate when turning to the left. My car is equipped with power steering.

I recently replaced the two idler arm bushings but this did not get rid of the vibration. The car's front end was aligned about a year ago. My two front tires have been wearing evenly since they were new eight months ago.

Would you please tell me how to stop the vibration in the front end?
Frank Anthony Las Vegas, Nev.

There is a good chance that the right front shock absorber is defective. In addition to this, if the vibration takes place at high speed, the tire might be out of round even though it is balanced.

When you turn right, weight is shifted to the left front wheel, thereby lessening the load on the right front spring. If the shock absorber isn't doing its job, the wheel bounces more easily with the reduced load. During a left turn, the action is reversed, the right front spring becomes more heavily laden and the tendency to rebound is reduced.

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'54 PANHARD with all-alum. body; black, with red uph. Goes like a bomb with only

850cc. Only 19,000 mi.; in storage 5 yrs. First $350 takes. E. Potter, 8811 W. 102nd St., Rt. 3, Palos Hills, Ill. Phone GArden 2-3552.

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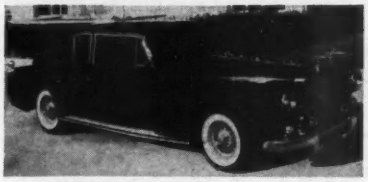

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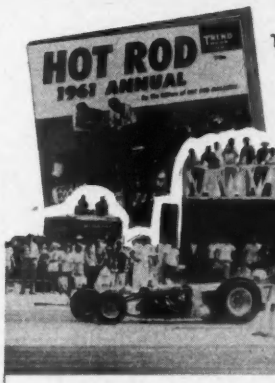

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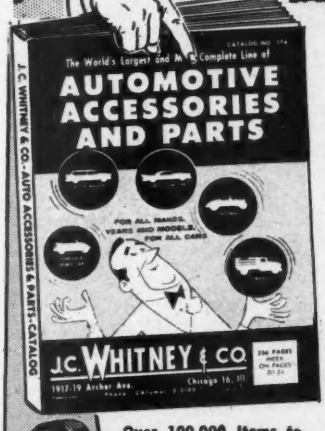
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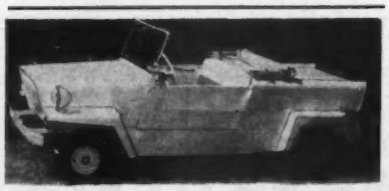

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SELL 'N' SWAP *continued*

'31 MODEL A cpe. in good running cond., with orig. stock engine. $500 or best offer. Paul & Jerry Kirby, Rt. 2, Lometa, Tex. Phone 7-R-12.
'10 E-M-F "30" rdstr. with mother-in-law seat. Running gear o'hauled. New paint, leather,

tires, etc. Exc. brass. Further details upon request. $3400 or best offer. Richard A. Squires, 697 Mandana Blvd., Oakland 10, Calif.
'55 PACKARD Patrician 4-dr. sed. Air-cond., power steering, power brakes, power seats & windows, air suspension. Immac. thruout. Rebuilt trans., 43,000 mi. A classic. $795. L. Grabois, 3068 Waldorf Ave., Camden 5, N.J. Phone WO 6-1395 bet. 1:00-3:00 P.M. & after 7:00 P.M.
WIRING DIAGRAMS for just about any make of American automobiles 1912-'40. Send 60c in coin & large, self-addressed stamped envelope. Also want to buy old automobile manuals & catalogs. Have some duplicates to sell or swap. R. Pierce, 3517 Dollar Dr., Akron 19, Ohio.
'40 PACKARD Model 1803 Super 8 coach-style 4-dr. sed. Orig. black paint; r&h. Exc. cond.; always garaged. Will consider reasonable offer. Edward L. Palmer, 617 Highland Way, Hagerstown, Md. Phone REgent 9-3256.
'53 ASTON MARTIN DB-2 GT cpe. All-alum. body. Exc. orig. cond.; low mileage. Magnificent British sports car — cost over $10,000.

Sell $3500 firm. Barton E. Brooke, Brookewood, Chardon, Ohio. Phone CLifford 6-1159.
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CLASSIC & ANTIQUE Car Sales Catalogs: Packard, Chrysler, Lincoln, Cadillac, Pierce-Arrow, Buick, Ford (Model A & later), Orphan & Foreign cars; minimum $5 ea. Also MoToR (N.Y.) Annual Numbers. Details for large, stamped, addressed envelope. No parts for cars. A. E. Twohy, 400 N. Kenmore, Los Angeles 4, Calif.
TUCKER AUTOMOBILE factory folders, test by Tom McCahill, history of the car, sales sheets, newspaper ads, etc. Package mailed anywhere for only $1. Jerry Moore, Box 10574, Riviera Beach, Fla.
'14 BUICK touring. Completely restored — new paint, tires, uph., nickel-plating, tools, manual, extras. Runs perf.; 8600 orig. mi. Pix if interested. $2800 firm. J. W. Morton, 176 Gregory Lane SE, Salem, Ore. Phone EM 4-7333.

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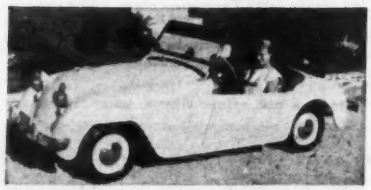
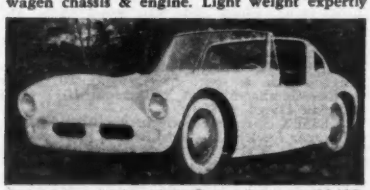
PHOTOS & catalog reproductions of pre-war Classic & Custom cars. Ask for list. J. A. Sural, Hanau/Main, Post Box 767, West Germany.
COLLECTORS: Do you collect auto catalogs, photos, manuals, badges? This is your hobby club — monthly bulletin, literature exchange, free info. Auto Enthusiasts, Box 451-D, Mount Clemens, Mich.
'30 MODEL A cpe. Like new — orig. paint, orig. tires (spare never used); 8300 mi. Jim Voll Motors Ltd., 2372 King St. East, Kitchener, Ontario, Canada.
'28 MODEL A Victoria sed. Everything orig. except exterior, refinished. 30,000 mi. Jim Voll Motors Ltd., 2372 King St. East, Kitchener, Ontario, Canada.
'51 CROSLEY Super Sports — rare model, with "alcohol injection." Virtually new engine



— less than 1000 mi. 1st-class operating cond. Numerous spare parts. $395. Mac Dalbey, 50 Meadow Park, Decatur, Ill.
'30 MODEL A rdstr. restored to orig., except bumpers need chrome. New engine, top, interior. Perf. mech. cond. $950. Tim McGovern, 221 S. Crestway, Wichita, Kan.
'29 MARQUETTE 4-dr. sed. All orig.; never restored. Perf. cond.; 17,000 actual mi. Orig. tires, plus 4 new tires. Best offer over $600. Robert Totten, 750 N. Pierce St., Fremont, Neb.
MAGAZINE COLLECTION: *Motor Trend*, 1949-'61; *Hot Rod*, 1948-'61; *Hop Up-Motor Life* 1951-61; *Road & Track*, 1950-61; *Rod & Custom*, 1953-'59; *Car Craft*, 1953-'59. Very few missing. R. Searles, 143-36 Barclay Ave., Flushing 55, N.Y.
CATALOGS of American autos, 1950-'59. $1 ea. Please include 2nd choices. H. Sider, 2515 W. Jerome St., Chicago 45, Ill.
CUSTOM-BUILT fiberglass rdstr. on Volkswagen chassis & engine. Light weight expertly



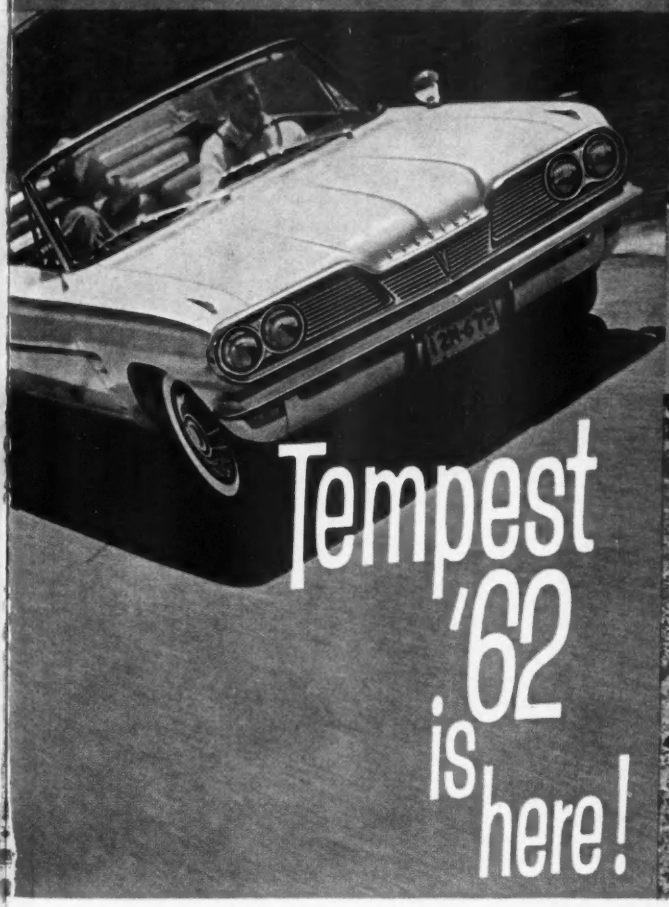
designed — 43 in. high. Best offer over $1400. Write for more info. Dale Mowat, R.R. #1, White Pigeon, Mich.

SELL OR SWAP

'49 DODGE rdstr. Like new inside & out — new top, steering box, paint, alignment, exhaust system & tires. Roll-up windows. $600; trade for '54 Hudson conv. Glen W. Marsh, 3604 5th Ave., Sioux City 6, Iowa.
'47 LINCOLN CONTINENTAL. 1 owner — completely orig. except for '58 Cadillac engine, lucite paint. $2500, or trade for newer Lincoln Continental, Cadillac, etc. Frank Unkle, 1327 Melvin Dr., Toledo 15, Ohio. Phone EV 2-7226.
'56 PACKARD Patrician in exc. cond. Full power, floor-shift trans. (Packard 12), torsion bars, air-cond.; 63,000 mi. Sell $750, or trade for other interesting car. Richard H. Timberlake Jr., 704 Monticello Dr., Tallahassee, Fla.

WANTED

ORIGINAL automobile owners instruction books, sales catalogs, shop manuals — any make 1900-'25, classics '25-'35. Also ALAM, ABT, NACC Handbooks. Prices & details in 1st letter, please. R. Pierce, 3517 Dollar Dr., Akron 19, Ohio.
'36-'37 CORD phaeton, suitable for restoration. John M. Wheatley, 1905 W. Independence, Tulsa 27, Okla.
BOYCE script motometers, fancy radiator ornaments & caps. Classic auto catalogs, manuals, MoToR Annual Show Issues, Monthlies, ATJ magazines. Top prices paid. Sheldon J. Lewis, 61-33 213th St., Bayside, L. I., N.Y.



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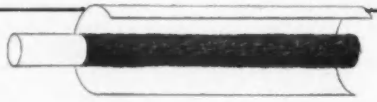

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